

The Hongkong Telegraph.

(ESTABLISHED 1861.)

NEW SERIES No. 8598

號九初月六年三統宣

TUESDAY, JULY 4 1911.

二拜禮

號四月七其港香

\$80 PER ANNUM.
SINGAPORE COPY 10 CENTS.

SPECIAL TELEGRAMS.

THE SEAMEN'S STRIKE.

A SETTLEMENT.

[THE "TELEGRAPH" CORRESPONDENT.]

London, July 3, 9.15 p.m.

The seamen's strike has been settled at Hull, Liverpool, Grimsby and Belfast.

CALAIS TO LONDON.

BY AEROPLANE.

[THE "TELEGRAPH" CORRESPONDENT.]

London, July 3, 9.15 p.m.

Seven aviators have made the flight by aeroplane from Calais to London.

TROUBLE IN PORTUGAL.

STREET FIGHTING.

[THE "TELEGRAPH" CORRESPONDENT.]

London, July 3, 9.15 p.m.

Street fighting has occurred in Oporto between the populace and the military, as a result of which thirty persons have been killed.

REUTER'S TELEGRAMS.

HOME POLITICS.

DECLARATION OF LONDON.

[SERVICE TO THE "TELEGRAPH."]

London, July 4, 1.30 a.m.

In the House of Commons, the Right Hon. A. J. Balfour, leader of the Opposition, said that the Declaration of London precluded the Government from ever protesting against illegal treatment of neutral vessels in time of war, everything being left to the belated decision of an imperfect tribunal.

Thus the Declaration destroyed the existing remedy which was immediate and powerful and had often proved effective. The changes framed in the Declaration were, Mr. Balfour asserted, all in favour of a military as against a naval Power, in favour of a continental as against an island Power.

He appealed for a closer examination of the agreement by experts before the country was committed to a ratification, which could not be afterwards revoked.

THE ECLIPSE.

[SERVICE TO THE "TELEGRAPH."]

London, July 3, 9.45 p.m.

The report that H.M.S. Eclipse was brought by a cutter to Rolfshaven is without foundation.

REUTER'S TELEGRAMS.

THE SHIPPING STRIKE.

SERIOUS SITUATION AT HULL.

[SERVICE TO THE "TELEGRAPH."]

London, July 3, 9.45 a.m.

The battalion of the South Staffordshire Regiment, stationed at Lichfield, has been ordered to hold itself in readiness to proceed to Hull or Liverpool for the preservation of the peace.

SETTLEMENT EXPECTED.

[SERVICE TO THE "TELEGRAPH."]

London, July 3, 9.45 a.m.

As a result of the resolutions adopted by the strikers in Hull, in favour of an immediate return to work, under certain conditions, it is expected that these will lead to a prompt settlement between the seamen and the owners.

CANADIAN CONTINGENT DELAYED.

[SERVICE TO THE "TELEGRAPH."]

London, July 3, 2.5 p.m.

At Liverpool the liner Suevic has managed to obtain a crew, but the s.s. Carmania and the s.s. Empress of Britain (on which Sir Wilfrid Laurier, Premier of Canada, and the Canadian coronation contingent to the number of 800 were sailing) are still detained.

The Premier and the Canadian troops embarked on Saturday.

A SETTLEMENT.

[SERVICE TO THE "TELEGRAPH."]

London, July 3, 8.35 a.m.

Apparently, some sort of a settlement must have been arrived at, for Reuter wires under the above date as follows:—

"Carmania and Empress of Britain have sailed."

EMPIRE CRICKET.

C. B. FRY TO CAPTAIN THE ENGLISH TEAM.

[SERVICE TO THE "TELEGRAPH."]

The Marylebone Cricket Club (the premier cricket association of England) has decided to ask Mr. C. B. Fry to act as captain of the English cricket team that is going to Australia.

REUTER'S TELEGRAMS.

The Marylebone also invite as players Warner, Spooner, F. R. Foster, Strudwick, Barnes, and Rhodes.

So far, the remaining members of the British eleven have not yet been selected.

[Naturally, a great deal of interest is taken amongst local cricketers regarding the constitution of the cricket team to whom descends in all honour the task of bringing back the ashes. There are still some vacancies, according to Reuter, and it is only to be hoped that the Marylebone Cricket Club will not ignore for qualifying purposes the capabilities of some of the youngsters who have come up almost beyond expectations during the present season. Without the mention of names except those given above, there are still in the United Kingdom several brilliant unplaced cricketers whose names would adorn the English Eleven. As for the selection of Mr. C. B. Fry as Capt., this will be welcomed on all hands as the proper thing. "C. B." is a name to conjure with. As a captain he may, as his critics say, have made mistakes in the past, but such mistakes as he has made, if any, have all been manifested on the sporting side of the line. Than "C. B." no better captain of a forlorn hope could possibly be selected. For of course, it is almost a foregone conclusion that the Australians on their own grounds will be again victorious. C. B. Fry was president of the Oxford University Football Club in 1893, and in the same year was president of the Varsity Cricket Club. Formerly he held the world's record for the long jump. He played in the international matches both in "soccer" and in the movement for the naval training of boys and is the hon. director-in-charge of the training ship Mercury.]

PARTITION OF MOROCCO.

BRITAIN WILL TAKE A HAND IN THE GAME.

[SERVICE TO THE "TELEGRAPH."]

London, July 3, 10.25 a.m.

The "Daily Chronicle" states that when the partition of Morocco comes about, Great Britain will have something to say in the matter. Britain cannot allow Tangier to fall into the hands of another great Power, but the Right Hon. Sir Edward Grey, the Foreign Secretary, will no doubt exercise his influence towards a just and pacific settlement of the Moroccan question.

"The Times" is not inclined to take seriously Germany's latest move in Morocco and describes the Germanic action as being, possibly, simply a rattling of the sabre to meet the exigencies of domestic politics.

REUTER'S TELEGRAMS.

FROM BERLIN.

London, July 3, 10.15 a.m.

The "Kölnische Zeitung" (the semi-official journal of Berlin) says that no landing of troops in Morocco is intended at present except for the protection of German lives and property as is required.

There is considerable speculation both in the French and the Spanish papers as to Great Britain's attitude in the matter, especially in view of the Anglo-French Entente. The preponderance of British commercial opinion seems to be that Great Britain's attitude will be a decisive factor in the case.

The German papers contend that the so-called British imports to South Morocco are mainly German goods, shipped via England.

SPANISH OPINION.

London, July 3, 11.10 p.m.

The Spanish papers are delighted at Germany's action which is regarded as being similar to that of Spain, due to the French movement for the "Tunisianization" of Morocco.

GERMAN EXPLANATIONS.

London, July 3, 11.10 p.m.

The German papers are emphatic in declaring that no armed force has yet been landed in Morocco.

ENGLISH COMMENTS.

London, July 3, 3.50 p.m.

In their comments upon affairs in Morocco, the English papers fail to find a clue as regards the probable attitude of Great Britain in the matter.

Whilst they are generally in sympathy with France in her action in Morocco, some of the journals declare that France has brought about the trouble herself.

Most of them consider that Germany is actuated less by commercial considerations than by the desire to secure a port on the Atlantic. Opinions are divided as to the probability of Germany's action leading to a partition of Morocco, in a more or less disguised form.

REUTER'S TELEGRAMS.

GERMANY'S "TRANQUIL EXPECTATIONS."

London, July 4, 7.10 a.m.

The French Government is now discussing the Agadir situation with the Governments of Great Britain and Russia.

It is announced from Berlin that Germany's attitude is one of tranquil expectation, the Germanic Government hoping that the incident will lead to an exchange of views amongst the Powers interested, thus clearing the situation.

Germany will not withdraw her troops until she is satisfied that normal conditions in Morocco are restored, unless an agreement with other Powers is arrived at.

[The recent action of France in Morocco has been regarded with jealous eyes by Germany and Spain, both of whom have interests closely bound up in Moroccan integrity of kingdom. The "Chronicle," which may be taken as the mouthpiece of the present Government in Great Britain, is assuredly announcing ministerial policy in the declaration quoted above, for, beyond all things, Britain is not likely to brook encroachment upon her present dominance of the Straits of Gibraltar, which seems to be threatened by the acquisition by Germany of a strip of land on the other side of the narrow waters.]

FLYING THE CHANNEL.

AVIATORS ARRIVE IN LONDON.

[SERVICE TO THE "TELEGRAPH."]

London, July 3, 11.10 p.m.

The competitors in the Cross-Channel aviation flight arrived at Shoreham, whence they proceeded to London.

First to arrive at Hendon was Vedrines, followed by Vidart thirty-six minutes later, and next Kimmerling, Beaumont, Valentino and Garros within half-an-hour.

AN ACCIDENT.

Later.

In bright sunshiny weather the Cross-Channel aviators all arrived safely and there were great crowds at Dover and at Shoreham, near Brighton, to meet them on their arrival.

REUTER'S TELEGRAMS.

The voyage was uneventful except for a slight accident which happened to the French aviator, Train, who descended at Newhaven and collided with a wire fence. Train was uninjured.

In the early hours the crowd at Hendon grew to thousands. Vedrines, the winner, got an ovation, and was besieged by the spectators. When almost forced to respond to the popular applause, Vedrines said he had arrived in most fit condition and had made a splendid passage.

The other aviators got an enthusiastic reception.

THE SHIPPING STRIKE.

SETTLEMENT AT HAND.

[SERVICE TO THE "TELEGRAPH."]

London, July 3, 3.10 p.m.

Many of the strikers at Liverpool have lent new complications to the situation by refusing to obey their leaders' manifesto that work should be resumed to-day.

London, July 4, 7.10 a.m.

The strike appears to be rapidly approaching a settlement. A complete understanding with the strikers has been reached at Liverpool and Hull yesterday afternoon.

The demands of the men have been conceded by the shipowners at other ports.

SIR F. YOUNGHUSBAND.

SERIOUSLY ILL.

[SERVICE TO THE "TELEGRAPH."]

London, July 4, 7.10 a.m.

As the result of a motor car accident, Sir Francis Younghusband is seriously ill, pneumonia having supervened.

[In a Reuter telegram published by us a few days ago it was stated that Sir Francis Younghusband was lying in a sanatorium at Verriers (a town in Belgium) with both legs fractured.]

SIR ELDON GORST.

[SERVICE TO THE "TELEGRAPH."]

London, July 4, 7.10 a.m.

Sir Eldon Gorst, the late British Plenipotentiary in Egypt, is sinking.

CHINESE TELEGRAMS.

CHINA'S SHIPPING.

TO BE PROMOTED.

["SHAN PO" SERVICE.]

Peking, July 3.

The Ministry of Communications propose to raise a loan of \$2,500,000 for the promotion of the shipping trade in China.

The Ministry suggests the construction of ten steamers first on the European and American run and also some steamers for the coast ports.

THE NEW CABINET.

["SHAN PO" SERVICE.]

Peking, July 3.

The Cabinet ministers have come to the arrangement that the vice-presidents of the new Cabinet must be chosen from the Chinese and not from the Manchus.

RAILWAY BUILDING.

FOREIGN TENDERS NOT WANTED.

["SHAN PO" SERVICE.]

Peking, July 3.

A Cabinet minister has strongly opposed the idea of inviting foreign tenders for the construction of trunk lines of the railways.

SALT MERCHANT FAILS.

HEAVY LIABILITIES.

["SHAN PO" SERVICE.]

Peking, July 3.

A Chinese salt merchant has failed in Tientsin with heavy liabilities.

The Ta-ching and Communication Banks are involved in the losses. The Ministry of Finance has instructed the Viceroy of Chihli to order the merchant to pay up.

CURRENCY REFORM.

["SHAN PO" SERVICE.]

Peking, July 3.

The Peking Government intends to send Chan Chung Fai, who has just returned from Japan, to Europe and America to study the currency question, preparatory to the reform of the currency in China.

The Weather Forecast.



A. S. Watson & Co., Ltd.

ESTABLISHED A.D. 1841.

WINE AND SPIRIT MERCHANTS.

WATSON'S

VERY OLD LIQUEUR

SCOTCH WHISKY

A Blend of the Finest Pure Malt Scotch Whiskies.

For over 30 Years WATSON'S 'E' has maintained the reputation of the FINEST SCOTCH WHISKY in the FAR EAST.

A. S. WATSON & CO., LTD.

ALEXANDRA BUILDINGS.

Hongkong, 9th June, 1910.

NOTICE TO SUBSCRIBERS.

From and after 1st January, 1909, the rates of Subscription to the "Hongkong Telegraph" (daily and weekly issues) will be as follows:

Daily—\$36 per annum.

Weekly—\$13 per annum.

The rates per quarter and per month, proportional. Subscriptions for any period less than one month will be charged as for a full month.

The daily issue is delivered free when the address is accessible to messenger. Peak subscribers can have their copies delivered at their residences without any extra charge. On copies sent by post an additional \$1.80 per quarter is charged for postage.

The postage on the weekly issue to any part of the world is 30 cents per quarter.

Single Copies, Daily, ten cents. Weekly, twenty-five cents (for cash only).

(PAYABLE IN ADVANCE.)

There will be no rebate to Missionary subscribers as heretofore. By Order,

"HONGKONG TELEGRAPH."

Hongkong, 22nd December, 1908.

The object of this paper is to publish correct information, to serve the truth and print the news without fear or favour.

Cable Address: Telegraph, Hongkong.

Telephone: No. 1. A.B.C., 5th edition. Western Union.

The Hongkong Telegraph

HONGKONG, TUESDAY, JULY 4, 1911

CHINA'S POSTAL SYSTEM.

The Chinese postal system, which has been transferred to the Ministry of Communications, has had a history, which savours much of industrial romance. Created by an Imperial Edict of 1896, it might be said to have really commenced its existence just after the Boxer outbreak of 1900. In the following year there were only two hundred offices in working order, but in the decade, which has just come to an end, over five thousand were established. This increase was justified by the large amount of work done, for in the first year's working some 10,626,000 missives, of all natures, passed through official hands, while in the period under consideration the abnormal augmentation of something like 3,500 per cent. was experienced. Naturally with such an innovation as this the first thing that had to be done was to overcome the prejudice that the Chinese seem to have against any departure from the old order of things, but the task was rendered easy by the introduction of a uniform charge in the postal rates, which even then made it the cheapest in the world. If the undertaking had been a failure there would have been every excuse for the present postal systems are in reality the outcome of the railway, and when it is taken into consideration that much of the transport of letters has had to be carried out by couriers and other equally old-fashioned methods, it will be seen that the organisers of the system in China had to work under conditions very dissimilar from those prevailing in Europe.

If honour is given where honour is due, the credit of the unqualified success falls to the European staffs, who, under the experts of Mr. Theophile Piry, have made the system what it is. While Sir Robert Hart was the creator of the service, the administrative head was the clever Frenchman, who has proved himself no mean Assistant to the Englishman, who has held in his hands the efficiency of that service and the Customs. For some years past it has been practically separated from the Customs although the changes of staff have been subject to the approval of the Inspector General. It now receives only a small grant from the Government, but for some time its maintenance had been a tax upon the appropriation allotted to the Customs. Without the help of the latter service, the postal system could never have been created, but now, after a period of ten years, it is almost self-supporting and is a credit to those, who have been responsible for the organisation of the important branch of the internal communications of the Celestial Empire.

To those who take an interest in the up-rising of China this success has been one of complete gratification, for it marks at one and the same time, the importance of having foreign teachers in the first place and the readiness that China exhibits in seizing the opportunities of working out her own salvation, when she has had a good start. On the other hand, it is a clear indication of what the European may expect when the Chinese have learnt what the west has to teach. A new generation is rising, a generation that has become free from much of the prejudices that were characteristic of its predecessors, it is learning from the stranger within its gates, and as a direct outcome China will soon be able to do without the foreigner, in the administration of internal affairs and the ideal of young China, of China for the Chinese, will soon become an accomplished fact.

REUTER'S
TELEGRAMS.

THE PARLIAMENT BILL.

[SERVICE TO THE "TELEGRAPH."]

London, July 4, 7.10 a.m.

In the House of Lords, whilst the discussion was proceeding on the minor amendments to the Parliament Bill, it was noticeable that Lord Lansdowne and the official Opposition voted with the Government and defeated the amendment of "Backwoodsmen." Lord Willoughby de Broke, which amendment, Lord Lansdowne said, struck at the root of the Bill that the Lords had passed in its second reading.

FASTEST FLIGHT PRIZE.

[SERVICE TO THE "TELEGRAPH."]

London, July 4, 7.10 a.m.

Ten airmen arrived at Hendon in the circuit aviation tour. Train, one of the competitors, did not finish, as his machine was damaged in alighting at Houghton. Beaumont won the £25,000 for the fastest flight from Paris to London.

Vedrine was the winner of the Calais to London stage.

INDEPENDENCE DAY.

However boisterously Independence Day is kept in New York and the United States generally, it was kept quietly in Hongkong. The weather being most unpropitious doubtless accounted for that, as did also the absence of ships from the harbour. In the city the day was kept as one of dignified, whole-hearted rejoicing, and the heads of the various American firms in Hongkong kept open house to all and sundry who cared to call and offer congratulations to the sons of a country which established a separate autonomy over a century ago. In spite of the terrible war of 1776 when practically a civil war raged, after the voice of the eminent Pitt had raised a death speech of warning, the two countries have come very close together and under the guidance of President Taft and Sir Edward Grey it looks as though the two ships of state will plough the seas in a glorious unity.

These expressions were to be heard on every side to-day, and even at the American Consulate where from eleven to one p.m. the American Consul held a reception for the official community, followed by one to the business section of the populace. In addition to the reception at the Consulate, the Standard Oil Company of New York and Dr. J. W. Noble were at home to their friends who all called in good numbers.

There was little hunting flying in the harbour for the simple reason that there was no American shipping present.

The Chinese Engineering and Mining Company, Ltd., inform us that the total output of the company's three mines for the week ending 17th June amounted to 37,031.02 tons and the sales during the period, to 20,514.18 tons.

DAY BY DAY.

The man who by his labours gets his bread in independent state, Who never begs, and seldom eats, Himself can fix or change his fate.

At Buckingham Palace on 25th May, Mrs. Henry Keswick was presented at their Majesties' Court by Mrs. Harcourt.

In spite of the heavy winds, that prevailed last night, no serious damage has been reported to the police.

H.M.S. Waterwitch has been taking part in the Coronation celebrations in Penang. She sailed for Singapore on June 27.

Mr. E. E. Colman, who has just returned to Penang from leave, was in Singapore for the Coronation, but he is to be stationed at Penang as Magistrate, vice Mr. A. W. Bailey.

Breakdown of Telephone Cables.

There was a breakdown to-day of the wires connecting H.M. receiving-ship Tamar with the Naval Yard, which fact is presumably due to the bad weather prevailing since yesterday morning.

Inspection of Overseas Troops.

H.R.H. the Duke of Connaught and Field Marshal Lord Kitchener have inspected the Overseas troops now in London for the Coronation, including the Hongkong contingent, and both commented in high praise of their soldierly appearance.

Straits Trading Company.

An ordinary general meeting of the Straits Trading Company, Limited, was held at the company's registered office, at noon, recently, when the statement of accounts and balance sheet for the half year ended March 31, 1911, were received and adopted. The dividend of \$1 a share was agreed to and Mr. E. D. Hewan was re-elected a director.

Overseas Shots at Bisle.

Presiding at the spring general meeting of the National Rifle Association, Lord Chylesmore mentioned there was to be a large attendance of members from the Overseas Dominions, and terms were coming to the Bisle meeting from, amongst other places, Singapore and Shanghai. This year the Middle Sunday Sermon would be preached by the Bishop of Singapore (the Right Rev. C. J. Ferguson), who in 1904 won the silver medal in the King's Prize.

Bijou Scenic Theatre.

At the Bijou Scenic Theatre Saturday night, Miss Violet Bonnetta, a clever soubrette, was the recipient of a great ovation. Time after time, encores were demanded and responded to. The pictures thrown on the screen are just the thing to put one in good humour, particularly the one entitled "Max Linder Married," which has side-splitting qualities and should be seen to be appreciated. A good programme has been arranged for the ensuing week.

Passengers for Hongkong.

Amongst recent London bookings for Hongkong are the following:—Per P. and O. steamer "Moldavia," connecting with the steamer "Assaye" at Colombo, from London June 2.—Mr. G. N. Banton, Mr. P. Findlater. Per P. and O. steamer "Nora," from London, June 3.—Capt. G. Harrison, Mr. F. J. Tickle, Sergt.-Major and Mrs. Cutler and children. Per P. and O. steamer "Morea," connecting with the steamer "Dalli" at Colombo, from London June 10.—Mr. and Mrs. J. E. Duncan.

Proudlock Case Appeal.

As it has been decided to carry an appeal against the verdict in the Kuala Lumpur shooting case to a bench of Judges, subscriptions to cover the costs are being invited by the friends of Mrs. Proudlock. In Singapore, the Hongkong and Shanghai Bank and the Chartered Bank have kindly consented to receive subscriptions for this purpose. As a result of careful consideration it has been thought best to exhaust the legal means available to Mrs. Proudlock before placing claims on her behalf on the simple ground of mercy. It would be a matter of great importance to have a decision by the Judges on the very subtle legal points which are raised owing to the extraordinary nature of the case.

Yesterday thieves broke into 24 Bonham Road, and stole \$24 worth of jewellery.

Charged with selling scales which were untrue an iron dealer of Des Voeux Road was fined \$20 this morning at the Magistrate.

The foreman coal coolie of 21 Nulla Lane, Wanchai, reports to the police that, at about 4 p.m., yesterday, after they had been coming a Japanese steamer, off Douglas Wharf, they mustered the men engaged, and found that one was missing.

German Goods for Manchuria.

A limited company has been formed in Berlin under the title of the Deutsche Import Compagnie, having for its object the import principally of German goods into Manchuria, and particularly in Harbin, and the sale of these goods both wholesale and retail. The capital is Mks. 20,000 and the managing director is Mr. H. Dittlerich, of Moscow.

Alleged Armed Robbery.

A case of armed robbery is reported from the Chan Shui Po district, 119 Kramer Street. A number of men armed with chop-pers went to the house in question and seized a woman and two foks. They tied their captives up with their hands behind their backs, and looked them in a room. The thieves then ransacked the shop and got clear away, with 120 dollars in cash, and six dollars worth of clothing.

Health of the Colony.

During the week ended on July 1, there were reported 16 cases of plague, Chinese. Out of these, there were 12 deaths. Two cases of small-pox were notified, the death-rate being 100 per cent. Up to the present, from the beginning of the year, 182 cases of plague, and 150 deaths from the disease were reported. During the 48 hours ended at noon yesterday there was only one case of plague notified, the victim being a resident in High Street.

A Defence that Failed.

An amusing case was heard at the Magistrate's this morning, when an Indian watchman, was summoned for allowing his goat to obstruct a car. He set up the defence that the animal was not his, and at his request the case was held over till the No. 1 watchman, to whom, according to the defendant, the goat belonged, could come and give evidence to that effect. When however he did attend upon subpoena, he swore that the quadruped was not his, but the defendant's. A fine of 8 dollars was imposed.

Appointed to Hongkong.

Lieutenant B. N. Denison, King's Own Yorkshire Light Infantry, on absorption, has been posted to the 1st Battalion at Hongkong, and is expected here at an early date. Lieutenant Denison recently returned to regimental duty from adjutant of the 2nd Battalion at Cork. He is an interpreter in French, and has been nine and a half years in the regiment, and originally he was an officer of the Royal Navy, in which he served from 1893 to 1902, taking part in the operations of the Naval Brigade in the Transvaal, Orange River Colony, and Cape Colony. He was mentioned in despatches by Captain Beareroff, and specially recommended for promotion (medal with clasp). In January, 1902, he was appointed second lieutenant in the K.O.Y.L.I.

Protest against Declaration of London.

The Shanghai Imperial Merchant Service Guild has addressed to the Secretary of State for Foreign Affairs an energetic protest against the ratification of the Declaration of London. The Guild points out that the British Merchant Service has had very practical experience of treaties and declarations during the war between Russia and Japan. It suggests that the stoppage of food supplies in time of war would be a greater danger to Great Britain than invasion itself, and that the entire dependence of the country upon the assistance of neutral merchant vessels constitutes a danger which should induce the Government to reconsider its intention of ratifying the Declaration, even though the Conference Colonial Premier has "mildly acquiesced" in it.

SUPREME COURT.

An Interesting Appeal.

Before Sir Francis Piggott and Mr. Justice Gompertz, sitting as the Full Court this morning, the hearing of an appeal was resumed from a judgment delivered by Mr. Justice Hazleland in the action in which W. G. Humphreys and Co. were plaintiffs and P. Soffiotti and Co., defendants. The appeal was made by the defendants against the judgment given for respondents on the grounds, amongst others, that by the judgment it was erroneously found that the appellants, by their letter of July 12th, 1910, contracted as principals and also that the judgment failed to find that the respondent's house in London, dealt with Messrs. Ed. Burlion and Schrauwen, of Brussels, as principals under the said contract; that the damages claimed by respondents were owing to the cancellation of the contract; that such cancellation was not the act of the appellants; that neither the respondents nor the appellants were consulted prior to such cancellation, that if the respondents and appellants had been consulted such cancellation would not have taken place; that peas equal to sample, whether of the 1910 crop or not would have been accepted by the native customers of the respondents to whom they resold the same as being a sufficient compliance with the respondent's contract and that the appellants did not refuse to deliver the peas in question. Mr. Potter in opening said that yesterday afternoon he submitted that the Court in construing the contract had to consider the contract as shown in the letters of July 12th which passed between Messrs. Humphreys and Mr. Soffiotti.

Sir Francis Piggott said there was another way of looking at the letters, and answering the comment by his Lordship, Mr. Potter said there was no question of "waiver" raised.

Sir Francis:—We have to give judgment on the merits of the case.

Mr. Pollock took objection to the letters in question being put in as evidence.

The learned Puisne Judge said if they considered they were not evidence, they would not consider them.

Mr. Potter submitted that the Court of appeal would not, on evidence which was inadmissible, decide a case. They would not disregard the rules of evidence.

Mr. Potter said, in further argument, that the point taken up by defendant was that he never was principal. He continued, answering Sir Francis Piggott, that if a party came into Court having a certain defence which, by law, must be put on paper and he did not choose to use that defence, he could not raise it in the Court of appeal. Waiver must be expressly pleaded, but, he submitted, there was no "waiver" in the case at all.

In the case Mr. Soffiotti would have to plead that he was relieved from liability under the contract. He was released because their acts had amounted to accepting somebody else as principal.

That must be the meaning of waiver as applied to this case.

"My submission," proceeded Mr. Potter, "is there is no evidence at all amounting to 'waiver'."

His Lordship said they were both agreed that the correspondence was between Humphreys in London and Belgium. For himself he considered that Humphreys in London thought the Belgium firm were principals.

Whether Mr. Potter could avoid it or not was another matter. They felt the letters could not possibly bear any other construction.

Mr. Potter: Of course what Humphreys in London thought cannot be said to be the intention of the contract.

His Lordship: You can avoid it if you like.

Mr. Potter: I avoid it at once, I submit, by the rule I have just cited.

Mr. Potter continuing said that evidence of the transactions of which the letters speak, had been admitted; not to prove waiver and so to discharge the agent, but to prove that if the contracting party so pleased could "use the foreign principal. There was no suggestion of any mutual mistake in the case or of one party taking an unfair advantage of

another. Dealing with the question of the admissibility of evidence, Mr. Potter referred their Lordships to the judgment of the Acting Puisne Judge, and said: that the law laid down there was absolutely correct. He submitted that the learned Acting Puisne Judge had not considered the letters at all in coming to a conclusion that Mr. Soffiotti had not acted as agent.

Mr. Pollock submitted that the law was perfectly clear as laid down in cases cited in the Court below and also in more recent cases, to the effect that a contract must be construed as a whole, than no greater weight was to be attached to the words of agency appearing under the signature than when they appeared in the body of the contract.

Resuming after telling Mr. Pollock said the course of dealing contemplated, which would have been perfected, if everything had gone on smoothly, if the contract had been carried out to its destined completion, would have been evidence of contract, not between Humphreys and Soffiotti, but evidence of contract between Humphreys and Burlion of Brussels.

"If the case were heard before a jury" went on Mr. Pollock, "they would have to take into consideration the circumstances as a whole and to ask the question 'what was the intention of the parties?' The correspondence which followed between Humphreys and Brussels could not be said to be contradictory of any term in the contract. It is purely explanatory, something which helps the Court to find out what was the intention of the parties."

Mr. Justice Gompertz:—There is no question of a jury?

Mr. Pollock: No, I simply mention a number of similar cases which have been tried before a jury.

Mr. Pollock quoted authorities to carry him on the point of Mr. Soffiotti not being liable as principal on the contract, and submitted that on that ground he was entitled to a favourable decision from the Court, and said his point was that Mr. Soffiotti could not be said to have cancelled the contract.

Mr. Pollock said that if all the points were argued, another day would be spent.

His Lordship: If it is going to take another day we had better give judgment on this point first. We will have to consider the judgment.

The Puisne Judge: If you win on the first point of course you will be satisfied.

Mr. Pollock: Yes.

Mr. Potter said he was in their Lordships' hands, but before the Court rose he would like to reply to the cases which his friend had cited. The case was adjourned.

PIRACY IN CANTON WATERS.

Repressive Measures.

THE "TELEGRAPH" CORRESPONDENT.

Canton, July 3.

Recently many cases of daring piracy have been reported from Wu-chow, and the places farther up the river. The British Consul there is alleged to have told the Chinese authorities that British gunboats will be despatched up the river for the protection of the British commercial interests. His Excellency Admiral Li Chun started a cruise to Si Kiang yesterday afternoon, in order to reorganize the patrol service of the Chinese gunboats and guard boats, and to clear the waters of these pests.

The Circus.

As will be seen from our advertisement columns, the opening performance of the Hippodrome Circus and Menagerie, that was to have been held at Causeway Bay this evening, has on account of the weather been postponed till climatic conditions should prove more favourable. The company have experienced a great deal of trouble owing to the high winds that have prevailed. However, they were able to get the animals off the ship yesterday, but further unshipping has had to be postponed, because the vessel was obliged to take shelter at Stonecutter's Island to-day. The company when it does perform, will be found to be full of new talent, it having been entirely reconstituted. We are given to understand that the new acrobats and riders are well worth seeing.

CORONATION DAY AT SAIGON.

Coronation Day will long be remembered in Saigon, for it could not be possible for French and English people domiciled together in any part of the world to give a more practical demonstration of the "Entente Cordiale" than was given in Saigon on June 22.

A Government Holiday was declared by the powers that be; every vessel in the harbour opened the day by dressing in their most brilliant flags, whilst a Royal Salute was fired at 11 a.m.

On shore, it is safe to say, that there was not one British Ensign, or anything like one, that was not hoisted that day.

The official proceedings commenced at 10.30 a.m. when Mr. J. L. O'Connell, H. B. M. Vice Consul, gave a brilliant reception at the Hotel Continental at which were present, among many others, J. E. the Acting Governor General of Indo-China, the Lieut. Governor, the General Officer Commanding and the senior Naval Officer with their respective staffs as well as the Mayor and Councillors of Saigon, together with the notabilities of Saigon and Cholon.

Mr. O'Connell, supported by the entire British community, received his guests in the grand saloon of the Hotel which was most tastefully decorated with entwined flags and beautiful plants when the guests, numbering close on 500, were assembled. Mr. O'Connell addressed the Governor General as follows:—

"Your Excellency—In the name of the British community in Indo-China I have the honour to bid you welcome and to tell you how happy we are to celebrate a day, so grand and memorable to the British nation, in the sympathetic company of the representatives of a friendly nation. We therefore thank your Excellency and all the notabilities of Saigon that you have so graciously responded to our invitation and heightened by your presence this patriotic manifestation of which we shall ever retain the souvenir. In drinking to the health of their Majesties we do not forget the friendly nation; we therefore raise our glasses in honour of the President of the French Republic, of beautiful France, of Indo-China, in your honour, your Excellency, in yours, Mr. Lieut. Governor, in that of the French Army and Navy and that of the City of Saigon."

This toast was received with truly British honours whilst the band of the 11th Colonial Infantry played the "Marsellaise" after which His Excellency the Acting Governor General replied as follows:—Mr. Consul and Gentlemen—I beg you to receive my sincere thanks for the amiable wishes of welcome that you have been kind enough to address to me, as well as to the Lieut. Governor of Cochinchina, to the representatives of the French army and navy and the City of Saigon, who have joined with me to assist at the ceremony which you celebrate to-day. It is with the greatest pleasure that we have come here at your invitation, as we are thus permitted to bring you evidence of the sentiments of cordial friendship which unite the French and British nations, in coming here to join with yours the wishes of every Frenchman in Indo-China for the prosperity of the reign of your gracious sovereigns King George and Queen Mary. Gentlemen, I raise my glass in honour of their Britannic Majesties and the whole of the British nation."

Enthusiastic and prolonged cheering followed, the band of the 11th Colonial Infantry playing the British National Anthem, soon after which the Governor General and the distinguished guests took their leave.

After the departure of the official guests the members of the British Community and their more intimate friends partook of tiffin supplied by that inimitable restaurateur M. Feraudy at which some short and felicitous speeches were exchanged and the gathering broke up at 2 p.m.

At 5.30 p.m. the "Cercle Sportif" held a private reception of their friends at their Club House where their President Dr. E. Flandria received the guests

headed by the British Consul whom he addressed in a most felicitous speech, the main points of which were as follows:—

"Ladies and Gentlemen—In grand numbers you have responded to the invitation of the Committee in their name and my own. I thank you from the bottom of my heart, thank you also my dear Consul, who represent with so much distinction the friendly nation whose occupations too often keep them away from our sportive gatherings. Thanks above all to you, Ladies, who have so graciously embellished with the charm of your presence, to-day's gathering."

The 22nd June 1911 will be for the great British nation, a date glorious for the both grandeur and solemnities of its ceremonies and by the sincere joy that accompanies it everywhere.

The whole world, in fact, associates itself with these enthusiastic manifestations and Cochinchina has wished also to take her place in the grand concert of praise and wishes of happiness.

That is why, Ladies and gentlemen, the fraternity of peoples has ceased to be a vain word: the idea of a magnificent Union sparkling with grandeur and beauty is circulating the world, crossing seas and passing over mountains to break down the barriers which separate the nations. Equally, with the ability of a diplomat, it has been able to call to the service of its cause, the affinities of races, the loyalty of individuals, and the particular qualities of each and it is thus, Gentlemen, that sport has acquired the right to claim a part, modest no doubt, but a real part in this happy bringing together of beings who only need to know each other in order to be friends.

Do we not see each year crossing the channel splendid terms of robust trained men coming to our dear land of France to respond to our challenges, and to enter into struggles where victors and vanquished are animated by the same sentiments, made in perfect loyalty and disinterested affection; and when the land and the sea have become insufficient for the manifestations of friendly rivalry there arises a Blierot on a bird of his own making, who makes the air his road and crosses in a bound, if I may say so, that barrier that Nature in her mysterious and capricious grandeur had placed between our two nations. Ladies and Gentlemen, whilst across the seas in England the cannon thunder joyous salutes and everywhere is heard the joyful shouts of the people, let us raise our glasses, in honour of Their Britannic Majesties on whom wait, as magnificent protectors, the shadow of their grand mother the greatest of all Queens and the shadow of Edward VII the great friend of France; let us raise our glasses in honour of the great British nation, Ladies and Gentlemen—To His Majesty King George V and to the gracious Queen Mary."

"Hurrah! for England."

Mr. O'Connell replied:—"I am particularly proud of the honour of your choice of me to respond to the gracious wishes our amiable President has just addressed to Their Britannic Majesties. In the name of my Government I thank him cordially."

"The British community in Cochinchina is so much the more grateful for this pleasant manifestation of this afternoon because it comes from comrades—I would almost say brothers—because here in daily contact with our French friends we are able to appreciate the sympathy and cordiality, of which we are the objects, on your part and which we encounter everywhere. I am therefore the mouthpiece of all English hearts when I drink to the health of our gracious President, to that of the Committee and the members, success to the Cercle Sportif and the Entente Cordiale."

Ladies—I raise my glass in honour of you who by your feminine graces, by your amiability, so dear to the hearts of our sportsmen, are the chief artisans in a firm and happy concord and whom we are delighted to find in our midst on this day of national rejoicing. Ladies, I drink to you. These toasts were received with the utmost enthusiasm and after a pleasant afternoon had been spent in renewing old friendships and

making many new ones, one of the happiest of re-unions came to an end.

Not the least pleasant of the day's entertainments was that at which a large number of French soldiers and sailors were entertained at the Marine Hotel and at which Mr. O'Connell attended at 9 p.m. (between his other pressing engagements), accompanied by his committee and during the half hour that he remained the enthusiastic manner in which he was received, the felicitous terms in which the health of his Royal Master and Mistress were proposed and the soul-stirring cheers with which they were received added one more proof of the solidity of the "Entente Cordiale" and regret was expressed on all sides at the unavoidable absence of some British soldiers and sailors (to also receive the right hand of fellowship and good feeling).

The final event of the day's proceedings (and what a princely final it was) was the reception at the Chinese Club at Cholon at 9.30 p.m., where the Chinese with their usual completeness of ceremony and magnificence received their friends, in honour of the Coronation.

Mr. Liem Kong the president received the guests at the entrance which was resplendent with all but peculiarity of decoration which lends itself so well to striking colours and elaborate gilding, whilst outside and facing the entrance was erected a Chinese orchestra where a band of Chinese players discoursed weird music. Inside, in the magnificent club rooms all was gaiety and cordiality and at supper Mr. Liem Kong and Mr. O'Connell exchanged more felicitous toasts with unabated verve and then, all present being understanding, that glorious National Anthem "God Save the King" was sung in its entirety and thus brought the proceedings and Coronation Day to a close.

AVIATION AT CANTON.

A Chinese Airman.

THE "TELEGRAPH" CORRESPONDENT Canton, July 3. Mr. Fung U, the famous Chinese airman, is holding a series of flights on his aeroplane at the parade ground of the Canton lie cruits in Yin Tong with a great amount of success. The aviator has made several fine cylinders, and with those, he is testing the pressure of their weight on water preparatory for making a trial descent of the machine on the surface of the water. Mr. Fung will soon institute a school for teaching the art of aviation in Canton.

VISIT OF CEREMONY.

Commander Decorated.

THE "TELEGRAPH" CORRESPONDENT Canton, July 3. At 3 p.m. on the 1st inst., H. E. the Canton Viceroy personally went to the Yamen of the Commander-in-Chief of the Kwelin force stationed in Canton, H. E. Lung Chui Kwong, and congratulated him on having been appointed by the Throne as Commander-in-Chief to twenty-five divisions of troops, and conferred the title of an Adjutant Tartar General.

In the evening the General dined with the Viceroy. During the Viceroy's visit to the Army Headquarters, the streets were patrolled by a strong force of soldiers to give His Excellency every protection.

THE TYPHOON.

An Empty Harbour.

To-day the typhoon signals, indicating that a typhoon was within the danger zone southwards of the Colony, were still displayed. The harbour was clear of craft, save for the big boats. Some of the steamers due to sail did not venture from their moorings. The typhoon refuge was crowded with the smaller sailing craft and launches. In spite of the stormy weather, the "Star" Ferry boats continued to ply all day, though some of the passengers experienced rough journeys. Several breakdowns on the telephone wires were reported and communication was cut between H.M.S. Tamar and the Naval Headquarters. During the day there were heavy showers of rain accompanied by a high wind.

CHINA'S CABINET ORGANIZATION.

Peking, 25th June.

The gist of the Cabinet organization is as under:—

1.—The Chief Secretary, Director of Secretariat, Directors of bureaux, sub-Directors of bureaux are all officials to be appointed by the Throne, secretaries and experts will be appointed by the Cabinet and reported to the Throne, inferior technical officials as well as clerks are appointed by the heads of the office.

2.—The chief secretary takes control of the affairs in the cabinet as well as supervises the secretariat and bureaux and looks after the appointments of the officials, under the order of the Prime Minister.

3.—The Director of the Secretariat under the order of the Prime Minister takes control of state affairs and controls the officials in his office.

4.—When the Director of the Secretariat is on a leave a sub-Director will take his place as acting Director.

5.—The Directors of bureaux under the order of the Prime Minister controls the affairs of each bureau and controls officials under him.

6.—Sub-Directors of bureaux will act for Directors while Directors are on leave.

7.—The Secretariat controls the affairs relating to promulgation of Imperial Decrees, Rescripts, legal codes, keeps archives of Imperial Decrees and Rescripts, etc., receives memoranda of the meetings of the Cabinet and uses state seals and stamps, and controls and keeps all correspondence of the Cabinet. Accounts, general affairs, compilation, pending matters, and library are also under the control of the secretariat.

8.—The Bureau of Legislation deals with posthumous names, titles, and names of temples and keeps records of Imperial reigns.

9.—The Bureau of Appointments controls the list of officials either of those who are appointed by the Throne or by the Cabinet in Peking and Provinces and controls the appointments, transfer, promotion, salaries, examination of civil service, and deals with officials to be reprimanded.

10.—The Bureau of Statistics controls statistics of every branch of state ministries and offices other than state ministries as well.

11.—The Bureau of Printing controls the affairs of printing official gazettes, legal codes and regulations and compilation and publication of the same and also makes officials' seals, stamps, state seals, etc.

12.—Secretaries will work on affairs detailed to them by the Chief Secretary, Director of Secretariat and Director of Bureaux. Experts will make seals and inferior technical officials will attend to making seals and book binding at the order of higher officials while clerks will attend to office routines.

The official organization of the Legislative Council consists of eight articles with one annex. The Director is under direct control of the Prime Minister and there are three classes of Secretaries.

THE BRITISH CONSULAR SERVICE.

Less than three months ago the Trade and Industry Committee of the Royal Colonial Institute was formed. It has actively taken up various questions, and it is interesting to take note that at its last meeting it passed the following resolution:—"That the time has arrived when the British Consular Service should be made equally representative of the Oversea Dominions and Colonies as of the United Kingdom, and that some system should be established of keeping every Consular Officer fully informed of the resources, market requirements, and general trade interests of the various portions of the Empire." The British Consular service comes in for a good deal of criticism, and it must be admitted that to a great extent it is deserved. In recent years, however, the calibre of our Consular reports have shown improvement, especially in the Far East. But there is plenty of room for reform, and the idea set forth in the above resolution is certainly one that British traders would like to see carried into practical effect.—"L. & C. Express."

LATE TELEGRAMS.

The American Minister to Peking.

Peking, June 27.—Mr. W. J. Calhoun, United States Minister to China, left Peking to-day on furlough, and is proceeding to America via Paris and London.—"N. C. D. News."

The French Cabinet.

London, June 27.—The programme brought forward by M. Caillaux, the new French Premier, includes Bills for the delimitation of the Champagne districts and for electoral reform.

It is understood that M. Delcasse will retain the portfolio of the Ministry of Marine.—"N. C. D. News."

German Airships.

London, June 27.—The German airship No. V. has been gutted at Munden. The motor, which was being repaired, took fire.—"N. C. D. News."

House Roll 433.

Washington, June 29.—The house reapportionment bill based on the 1910 census returns which will increase the membership of the lower house to 433, passed the Senate to-day without opposition. When the bill had its first reading in the House, some doubt was expressed as to whether the Senate would agree to the reapportionment.—"Cable-news American."

Investigation of Transports.

Held Up.

Washington, June 29.—Owing to the absence of some of the members of the board recently appointed to investigate certain alleged irregularities in the army transport service, the inquiry will be delayed for several weeks. The records of the war department contain severe reports of irregularities in the transport service, most of which refer particularly to the vessels, and the department is determined to make the pending investigation thorough with a view to permanently eradicating the evils which have apparently been going on for years.

All the five big transports on the Pacific run will be separately investigated, which means that the board will not conclude its labours for some months to come. The transports at New York and Newport News will also be investigated.—"Cable-news American."

\$1,500,000 Asked by Mexican Victims.

Washington, June 28.—One million and a half dollars is the total amount of the claim entered by the residents of Torreón against Mexico in respect of the acts of the insurgents during the recent rebellion. All nationalities are represented, but the claims of the Chinese population form by far the largest part of the sum.

Naples Terrorized by Cholera.

Naples, June 28.—Cholera has broken out in this city and has caused grave public alarm. The port authorities are taking strict measures to prevent any further infection, and the examination of all passengers is rigidly enforced.—"Manila Times."

Taft Thanks Kaiser for Fleet.

Washington, June 28.—President Taft has sent a message to the Emperor of Germany in which on behalf of the United States he warmly thanks him for the cordiality of the reception given the Atlantic squadron on its visit to Kiel.—"Manila Times."

700 Koreans Want to be Russians.

St. Petersburg, June 28.—Seven hundred Koreans employed by the Chinese Eastern railway have applied to the Russian authorities for naturalization.—"Manila Times."

British to Put Guns on Submarines.

London, June 28.—The British government has decided to build submarines armed with guns.—"Manila Times."

THE GLORIOUS FOURTH.

(THE "TELEGRAPH" CORRESPONDENT)

Canton, July 3. To-morrow being the "Glorious Fourth," the American Consul at Shamoon will be at home from 11.30 a.m. to 1 p.m. to those who may care to call at the Consulate to tender congratulations.

YOU

CAN ALWAYS GET THE BEST QUALITY

LOCAL

BEEF AND MUTTON

AND

AUSTRALIAN

FROZEN MUTTON, LAMB,

RABBITS, HARES

FROM

THE DAIRY FARM CO., LIMITED,

BUTCHER'S DEPARTMENT.

PRICE LIST ON APPLICATION.

THESHANGHAI TANNERY CO., LTD.

An extraordinary general meeting of the above Company was held on June 23, at Shanghai, at the Co.'s offices, 14 Szechuen Road. Mr. Hugo Reiss, who presided, said that this meeting had been called to pass a resolution which had previously been adopted, but on that occasion the proceedings were irregular. The following resolution, on the motion of the Chairman, seconded by Mr. H.H. Bond, was unanimously adopted:—That the Capital of the Company be reduced from Tls. 150,000, Shanghai Sycee, divided into 3,000 Shares of Tls. 50. each, to Mexican \$150,000 divided into 3,000 shares of \$50 each and that such reduction be effected by cancelling capital which has been lost, or is unrepresented by available assets to the extent of the difference between Tls. 50. and Mexican \$50 per share upon each of the two thousand shares which have been issued and are outstanding and by reducing the nominal amount of all shares in the Companies capital from Tls. 50. to Mex. \$50 per share.

DON'T FORGET.

Tuesday, 4th July.

Victoria Cinematograph, 9.15 p.m.

Bijou Cinematograph, 9.15 p.m.

American Independence Day.

Saturday, 8th July.

Gymkhana Meeting, 3.30 p.m.

Extraordinary General Meeting, Geo. Fenwick and Company, Hongkong Hotel, at noon.

Saturday, 15th July.

National Bank of China, meeting at St. George's Building, 12.30 p.m.

Kowloon Tennis Finals.

QUEEN ANNE

was reigning over England 200 years ago when Martell's

• • • Brandy was first put on the Market.

Martell's • • • Brandy is the most popular Brandy

on the Market now, and is used by Hospitals and Clubs in

preference to other Brands.

SOLE AGENTS—

H. PRICE & CO., LTD.

12, Queen's Road Central,

HONGKONG.

Contractors to the Naval, Military and Civil Hospital.

Hongkong, 26th June, 1911.

P. PUIAR "ASAHI" BEER



Note our Price \$12.00 per case containing 4 dozen quarts or 6 dozen pints.

Hongkong, 7th April, 1911. [94]

WING KEE & CO.

47-49, Connaught Rd.

SHIPCHANDLERS,

PROVISION & COAL

MERCHANTS.

Hongkong 23rd May, 1911. [99]

THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LD.

(CAPITAL PAID UP...\$1,250,000.)

Loans on Mortgage of House Property,

&c.

Goods received on Storage.

Advances made on Merchandise.

Loans made on the Provident System.

(Rates and Particulars on application).

THE OFFICE OF

TRUSTEE, EXECUTOR OF

WILLS, ATTORNEY, &c.,

Undertaken and Executed.

SHEWAN, TOMES & Co.

General Managers.

Hongkong, 19th March, 1909. [41]

A L'ING & CO.

FURNITURE AND PHOTO

SUPPLIES.

DEVELOPING, PRINTING AND

ENLARGING.

19, Queen's Road. [883]

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY CO.'S
ROYAL MAIL STEAMSHIP LINE.

"EMPERESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C.

The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER. 21 DAYS HONGKONG TO VANCOUVER SAVING 5 to 7 DAYS' OCEAN TRAVEL.

Proposed Sailings from Hongkong and Quebec, &c. (Subject to alteration.) Connecting with Royal Mail Atlantic Steamers.

From Hongkong: "EMPERESS OF JAPAN", Sat., July 22. "ALLAN LINE", Fri., Aug. 18. "EMPERESS OF CHINA", Sat., Aug. 12. "EMPERESS OF BRITAIN", Fri., Sept. 8. "EMPERESS OF INDIA", Sat., Sept. 2. "ALLAN LINE", Fri., Sept. 29. "MONTEAGLE", Tues., Sept. 12. "EMPERESS OF JAPAN", Sat., Sept. 23. "EMPERESS OF CHINA", Sat., Oct. 14. "ALLAN LINE", Fri., Nov. 10.

Each Trans-Pacific "Emperess" connects at Vancouver with a Special Mail Express Train and at Quebec with Atlantic Mail Steamer as shown above. The "Emperess of Britain" and "Emperess of Ireland" are magnificent vessels of 14,500 tons, Speed 20 Knots, and are regarded as second to none on the Atlantic.

All Steamers of the Company's Pacific and Atlantic Fleets are equipped with the Marconi wireless apparatus. Passengers booked to all the principal points in Canada, the United States, and Europe, also Around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line) £71.10/-.

Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston. SPECIAL THROUGH RATES—Special rates (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic, and Consular Services, European Civil Service Officials located in Asia, and to European Officials in the service of the Governments of China and Japan, and their families. Full particulars of application from Agents.

Through Passengers are allowed stop over privileges at the various points of interest en route. R.M.S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON, Intermediate on Steamers and 1st Class on Canadian and American Railways.

Via Canadian Atlantic Port ... £43 Via New York ... £45. For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—D. W. CRADDOCK, General Traffic Agent, Corner Paddar Street and Praya (opposite Blake Pier).

INDO-CHINA STEAM
NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

For Steamship On: SHANGHAI HANGSANG Wed., 5th July, Noon. TIENTSIN via TSINGTAU, CHIPSHING Saturday, 8th July, Noon. MANILA YUENSANG Saturday, 8th July, 2 p.m. SANDAKAN MAUSANG Friday, 14th July, Noon. SHANGHAI, KOBE, & MOJI KUTSANG* Friday, 14th July, Noon. MANILA LOONGSANG* Saturday, 15th July, 2 p.m. SINGAPORE, PENANG, & CALUTTA NAMSANG* Saturday, 15th July, Noon.

RETURN TOURS TO JAPAN, (Occupying 24 days): The steamers "Kutsang", "Namsang", and "Fooksang", leave about every 10 days for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried. Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

† Taking Cargo on Through Bills of Lading to Yangtze Ports, Chifoo, Tientsin & Newchwang. † Taking Cargo on Through Bills of Lading to Khat, Lahad Datu, Simporna, Tawau, Usukan, Jesselton & Labuan.

For Freight or Passage, apply to JARDINE MATHESON & CO., LD. Telephone No. 215. Hongkong, 4th July, 1911. [8]

BANK LINE, LTD.

PROPOSED SAILINGS FROM HONGKONG FOR VANCOUVER, SEATTLE and PORTLAND (Or.) via SHANGHAI and JAPANESE PORTS.

Steamer	Tons	Captain	On or about
"ORTERIO"	—	Jas. Findley	July 27th.
"SUVERIO"	—	F. Cowley	August 22nd.
"KUMERIC"	—	G. McGill	September 26th.

To be followed by other steamers of the Company at regular intervals. The Steamers of the Bank Line, Ltd., carry cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the chief ports in Mexico, Central and South America. Will call at Amoy and Keelung if sufficient inducement offers.

The Steamers of the Line are of the most modern type, have excellent accommodation for stowage passengers and a limited accommodation for Cabin passengers; they are fitted throughout with Electric Light, the "Lucifer", and "Ororio" also having Wireless Telegraphy. Special Arrangements have been made for Express Parcels to American and Canadian Ports.

For Rates of Freight or Passage apply to—

THE BANK LINE, LIMITED, KING'S BUILDING, Praya Central.

Telephone No. 780. Hongkong, 4th July, 1911. [805]

JAVA-CHINA-JAPAN LIJN.

Regular Fortnightly Services between JAVA, CHINA and JAPAN.

Steamer	From	Expected on or about	For	Will leave on or about
Tilfatiap	JAVA	1st half July	SHANGHAI	1st half July
Tilbodas	JAVA	1st half July	JAVA	1st half July
Tilbaroom	JAPAN	1st half July	JAVA	1st half July
Tiljiwong	JAVA	2nd half July	SHANGHAI	2nd half July
Tilmah	JAVA	2nd half July	JAVA	2nd half July
Tilpanas	JAPAN	2nd half July	JAVA	2nd half July
Tiljini	JAPAN	1st half Aug.	SHANGHAI	1st half Aug.

The steamers are all fitted throughout with Electric Light, and have accommodation for a limited number of saloon passengers, and will take cargo to all Ports in Netherlands-India on through B/L.

For particulars of Freight and Passage apply to the JAVA-CHINA-JAPAN LIJN, Telephone No. 375. York Buildings. [974] [808]

Shipping—Steamers.

HAMBURG-AMERIKA LINIE

IN CONJUNCTION WITH

Deutsche Dampfschiffahrts Gesellschaft "HANSA."

EAST ASIATIC SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to

Marseilles, Havre, Bremen and Hamburg and to New York.

Taking cargo at Through rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

Next Sailings from Hongkong:

OUTWARD.	HOMEWARD.
For Shanghai, Kobe & Yokohama:	For Havre, Bremen & Hamburg:
S.S. Sileta 16th July	S.S. "Slavonia" 6th July
"Ambria" 23rd July	S.S. "Brasil" 10th July
"Alosia" 30th Aug.	For Marseilles, Havre & Hamburg:
"Frelenck" 25th Aug.	S.S. "Silvia" 21st July
"Suavia" 6th Sept.	For Havre, Bremen & Hamburg:
"Sachsen" 23rd Sept.	S.S. "Spezia" 3rd Aug.
"Bayern" 6th Oct.	For Rotterdam & Hamburg:
	S.S. "Brigatin" 7th Aug.

For Further Particulars, apply to—Hamburg-Amerika Linie, Hongkong Office. [956]

HONGKONG—
PHILIPPINES.
PHILIPPINES
STEAMSHIP CO.

Steamship	Tons	Captain	For	Sailing Date
RUBI	4000	S. Crosby	MANILA, CEBU & ILOILO	MONDAY, 10th July, 4 p.m.
ZAFIRO	4000	M. O. Smith	MANILA, CEBU & ILOILO	THURSDAY, 20th July, 4 p.m.

For Freight or Passage apply to SHEWAN, TOMES & CO. GENERAL MANAGERS. Hongkong, 1st July, 1911. [11]

A. R. MARTY.

HONGKONG—HOIHOW—HAIPHONG—PAKHOL.

Highest Class, Fastest and Up-to-date Steamers on the Coast, having accommodation for First-class Passengers. Electric Light, Excellent Cuisine, and Wireless Telegraphy.

For	Steamship	Captain	Tons	Leaving
-----	-----------	---------	------	---------

For Freight and Passage, apply to A. R. MARTY, 24, Des Voeux Road. Telephone 118. Hongkong, 12th June, 1911. [1093]

THE EASTERN & AUSTRALIAN
STEAMSHIP CO., LIMITED.

Mail Service to Australia.

MAIL SCHEDULE (SUBJECT TO MODIFICATION.)

Steamers	Arrive Hongkong from Australia	Leave Hongkong for Australia.
EASTERN	20th June	Saturday, July 8.
EMPIRE	3rd July	" " July 22.
ST. ALBANS	28th July	" " Aug. 19.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried. For further particulars, apply to—

Gibb, Livingston & Co., Agents. [967]

TOYO KISEN KA SHA

Imperial Japanese Trans-Pacific Mail Line.

SAN FRANCISCO LINE

Connecting with the Western Pacific Railway at San Francisco to all points in the United States and Canada and with Trans-Atlantic Lines for Europe. PROPOSED SAILING FROM HONGKONG (SUBJECT TO ALTERATION.)

Steamer	Tons	Captain	Date of Sailing.
America Maru	11,000	A. G. Stevens	Friday, July 21, Noon.
Tenyo Maru	21,000	E. Pratt	Friday, July 28, Noon.
Nippon Maru	11,000	H. S. Smith	Friday, Aug. 18, Noon.

† Triple Screws, turbine engines. * Twin Screws.

All Steamers are equipped with the Japanese Government Wireless Telegraph and Post Office. The Twin Screw Steamer "AMERICA MARU" will be dispatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on FRIDAY, the 11th July, at Noon.

SOUTH AMERICAN LINE.

(In connection with NATIONAL RAILWAY OF MEXICO, by MANTANILLO.) Only Regular Direct Service to Mexican Peruvian and Chilean Ports. PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION.)

Steamer	Tons	Captain	Date of Sailing.
Kiyo Maru	17,200	H. Nishi	Tuesday, Aug. 16, Noon.
Buyo Maru	10,500	K. Hashimoto	Saturday, Oct. 14, Noon.

The Steamers "KIYO MARU" and "BUYO MARU" are dispatched for MEXICAN, PERUVIAN and CHILEAN PORTS via JAPAN PORTS and HONOLULU, on TUESDAY, 16th August, at Noon. For Further Particulars as to Passage and Freight, apply to—K. MATSUDA, Local Manager, KING'S BUILDING (Opposite Blake Pier).

Shipping—Steamers.

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION

DESTINATIONS.	STEAMERS.	SAILING DATES, 1911
MARSEILLES, LONDON AND ANTWERP VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID.	HITACHI MARU, Capt. T. Yamawaki, Tons 7,000. MIYASAKI MARU, Capt. T. Mami, T. 3,000.	SUNDAY, 9th July, at Daylight. WEDNESDAY, 19th July, at Daylight.

VICTORIA, B.O. & SEATTLE	KAMAKURA MARU, Capt. B. Kon, Tons 7,000.	SATURDAY, 15th July, from KOBE.
--------------------------	--	---------------------------------

VICTORIA, B.C. & SEATTLE via KANAKA, SHANGHAI, MOJI, KURE, YOKKAICHI, SHIMIZU & YOKOHAMA.	TAMBA MARU, Capt. K. Noda, Tons 7,000. AWA MARU, Capt. Iizawa, Tons 7,000.	TUESDAY, 18th July, at 4 p.m. TUESDAY, 15th Aug., at 4 p.m.
---	--	---

SYDNEY & MELBOURNE via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE.	NIKKO MARU, Capt. M. Yagi, Tons 6,000. KUMANO MARU, Capt. M. Watanabe, Tons 7,000.	FRIDAY, 7th July, at Noon. FRIDAY, 4th Aug., at Noon.
--	--	---

KOBE and YOKOHAMA	IYO MARU, Capt. R. Takaki, T. 7,000.	WEDNESDAY, 16th July, 6 p.m.
-------------------	--------------------------------------	------------------------------

SHANGHAI & KOBE	COLOMBO MARU, Capt. S. Ito, Tons 6,000.	WEDNESDAY, 6th August.
-----------------	---	------------------------

BOMBAY via SINGAPORE & COLOMBO	BOMBAY MARU, Capt. J. Tanaka, Tons 5,000.	TUESDAY, 11th July.
--------------------------------	---	---------------------

† Fitted with new system of wireless telegraphy. † Cargo only. * Carries deck passengers. † Calling at Djibouti.

CHEAPEST SUMMER RATES

between

HONGKONG and JAPAN PORTS.

Commencing 1st June, ending 30th September, 1911

Special Excursion Tickets (1st & 2nd class) available for 3 months.

	YOKOHAMA RETURN	KOBE RETURN	MOJI RETURN	NAGASAKI RETURN
1st Class	\$120	\$110	\$100	\$90
2nd "	\$80	\$70	\$60	\$50

With option of rail between steamers calling ports in Japan.

† Through Passenger Tickets issued by the Principal Cities in the United States, Canada and Europe, in connection with the Great Northern and Northern Pacific Railways and Atlantic Steamers. Round-the-World Tickets also issued.

From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

T. KUSUMOTO, Manager. [6]

CHINA NAVIGATION
CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	STEAMERS.	To SAIL.
MANILA, CEBU & ILOILO	"TEAN"	5th July, 4 p.m.
SPANGHAI	"ANHUI"	6th " 4 p.m.
TIENTSIN	"HUICHOW"	8th " 4 p.m.
SHANGHAI	"CHENAN"	8th " Night.
MANILA, CEBU & ILOILO	"KATFONG"	11th " 4 p.m.

DIRECT SAILING TO WEST-RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUI."

† AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in State-rooms. A Duty qualified Doctor in carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

† MANILA LINE.—Twin Screw Steamers "Teon" and "Tianing," saloon accommodation amidships; electric fans fitted; extra state-rooms on deck; aft. saloon accommodation of s.s. "Kaifong" is situated on deck, aft.

† SHANGHAI LINE.—FAST SCHEDULE TWIN-SCREW STEAMERS (Anhui, Chuan, Lu, and Chinkai), with excellent passenger accommodation. Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailing. A Company's launch leaves Murray Pier at ten o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of transhipment at Wooking.

Fares:—\$45 single, \$80 return.

For Freight or Passage apply to BUTTERFIELD & SWIRE, Agents. [9]

Telephone No. 84. Hongkong, 4th July, 1911.

COMMERCIAL.

Shanghai Weekly Share Report

Measrs. J. P. Bisset and Co., in their weekly share report dated Shanghai, June 24 say:—We have no change to report in the tone of the local market which continues dull and shows little prospect of any very great improvement in the near future. Rates remain very much the same as per our last report.

Banks.—H. & S. Banks have changed hands at \$917.1-2. Cathay Trusts:—Small sales have been recorded in the beginning of the week at Tls. 9, but shares are now obtainable at Tls. 8 for Ord. and Pref. combined.

Insurance.—No business reported. Rates are firm at current quotations.

Shipping, Docks and Wharves.—No business. Rates remain nominally the same as last week.

Mining:—Philippines were again done at Tls. 1.3-4, the rate remaining steady.

Lands.—No business reported in Shanghai Lands and Anglo-French Lands. Shanghai Lands are to be obtained at Tls. 94 and Anglo-French Lands are in request at Tls. 90.

Plantations.—The market on the whole remains steady, but in certain cases there has been a decided drop, notably Semambus, which have been done at Tls. 0.50.

Cottons.—There is no change in local shares with the exception of Shanghai Cottons which have appreciated to Tls. 51.

Industrials.—Langkats are a little firmer and at present are in request at Tls. 90.

Debentures are generally speaking in demand at list rates.

Rubber Quotations.—London quoted Para Rubber, fine hard euro, spot or near, on June 14, 4-3 value; 15, 4-2 sellers; 16, 4-1-2 value; 17, 4-1 value; 18, 4-1 value.

Sterling Quotations.—The T.T. Rate on London to-day is 2-4 7-8.

The following is the business recorded:—

June 16.—Cathay Trusts (P. & O.) Tls. 9 cash. French Municipal 6 per cent. debentures at Tls. 103 cash. Langkats Tls. 92 1-2 cash. Anglo-Java Tls. 5 1-2 cash. Tebonga Tls. 14 cash. Gula-Kalumpungs Tls. 12 1-2 cash. Tanah Merah Tls. 3-3-4 cash. Dominions Tls. 25 cash.

June 17.—Shanghai Lands 0 per cent. debentures 1905 at Tls. 103 1-2 cash. Cathay Trusts Tls. 9 cash. Langkats Tls. 92 1-2 cash. Dominions Tls. 25 cash. Tramways "B" Tls. 51 cash. Philippines Tls. 13-4 cash. China Flours Tls. 10 cash.

June 18.—Langkats Tls. 92 1-2 cash. Dominions Tls. 25 cash. Anglo-Dutch Tls. 0.95 cash. Semambus Tls. 0.50 cash. Anglo-Java Tls. 5 1-2 cash. Gula-Kalumpungs Tls. 12 cash. China Flours Tls. 10 1-2 cash.

June 20.—Shanghai Lands 1905 6 per cent. debentures at Tls. 103 1-2 cash. French Municipal 6 per cent. debentures at Tls. 103 cash. Langkats Tls. 95 cash. Kota Bahroes Tls. 5 cash. Anglo-Java Tls. 5-3-4 cash. Gula-Kalumpungs Tls. 12 cash. Semambus Tls. 0.50 cash. Shanghai Horse Bazaar Tls. 30 cash. Shanghai Ice Tls. 12 cash. China Flours Tls. 17 1-2 cash.

June 21.—H. & S. Banks \$917 1-2 cash. Anglo-Dutch 95 cents. 1905. Kota Bahroes Tls. 5 cash. Semambus 50 cents. French Municipal 6 per cent. Tls. 103 cash.

Shanghai Stock Exchange
June 30.

Langkats 95 cash. Batu Anam 1 cash. Ziangbo 4 cash. Semambus 50 ois. cash. Anglo-Dutch 90 ois cash. Trams 51 cash. Astor House 12 cash. Hall & Holtz \$17 cash. Country Clubs 6 per cent. par. French Municipals 6 per cent. 103 cash. Telephone 95 cash.

LOG BOOK.

Straits Shipping Bill.

Settlement in View.

It is understood that the result of the conferences held since the arrival in London of His Excellency Sir John Anderson, Governor of the Straits Settlements, on the subject of the Straits Shipping Bill has been that an arrangement has been arrived at. What is the nature of the settlement reached is not yet announced, but it is believed that the Bill will be retired, says the "L. & O. Express."

At a special general meeting of the Straits Settlements Association on 30th May, the Chairman (Mr. W. H. Shelford) said that the Shipping Bill would, he understood, be withdrawn, as the result of an agreement between the Governor and the shipowners, but as the terms of that agreement had not yet been made public, he could not say any more on that point at present.

Development in the Trade of Australia.

Another sign of the increasing development in the trade of Australia and the readiness of British shipowners to provide for it, is found in the announcement of the P. & O. Company that the steamer of their Branch Service (one class only) to Australia via the Cape will, in future, sail at regular three-weekly intervals, instead of once a month, as hitherto. The altered time-table will commence with the new 11,000 ton steamer Billarat on November 14.

Suez Canal Co.

The annual report of the Suez Canal Company shows that the traffic through the Canal in 1910 surpassed that of all previous years. The receipts exceeded by ten million francs those of the preceding year. The report proposes to raise the net dividend per share from 150 to 158 francs (as was recommended at the meeting of the Administrative Council on May 22) while setting aside five million francs as a special reserve, at the same time reducing the dues from January 1 next by 50 centimes, making the tariff 6 francs 75 centimes per ton, this reduction having also been decided upon at the meeting on the 22nd ultimo. This policy, it is declared, is amply justified by the first months of the present year, each reduction being compensated for by the increased traffic. In order to continue the extensive works which are being executed in connexion with the upkeep of the Canal and, in particular, in order to extend the Western Jetty at Port Said, a work which it will require six years to complete, the board of the Suez Canal Company proposes to increase its borrowing powers from £2,000,000 to £5,000,000.

A Swedish Venture.

Regarding the establishment of the Svenska Ostasiatiska Kompaniet, with a Government subsidy, to run a direct steamship service from Sweden to the Far East, H.M. Legation at Stockholm now report that a subsidy of £50,000 has been voted to the company for the five years ending 1917, to meet the expense of the Suez Canal dues. It is stated that the company covers its expenses, but does not yet pay any dividend. The exports from Sweden to the Far East have greatly increased, however, in recent years. In the three years 1908-10 the company's vessels carried 70,000 tons of merchandise to the Far East, chiefly consisting of paper and wood pulp. Contracts already entered into this year for the shipments of these materials amount to 80,000 tons. The company is adding two steamers to its fleet.

The "Hankow Daily News" states that the Siam Steam Navigation Co., Ltd., has been established with a capital of Tcs. 500,000 in shares of Tcs. 100, to run boats on the rivers of Siam.

Intimations.

WM. POWELL, LIMITED. GENTS' OUTFITTERS.

THE "HUSSAR" COLLAR

85.00 per doz.

In all depths from 1 1/2 in. to 3 in.

PERFECT FITTING.

THESE COLLARS are HAND DRESSED assuring a perfect fit and a longer period of wearing than machine ironed.

WM. POWELL, LIMITED.

28, Queen's Road.

Hongkong, 15th June, 1911. [1045]

PEAK TRAMWAYS CO., LIMITED.

TIME TABLE.

WEEK DAYS.	
7.00 a.m. to 8.00 a.m.	Every 15 min.
8.00 a.m. to 10.00 a.m.	10 min.
10.00 a.m. to 11.00 a.m.	15 min.
11.30 a.m. to 12.45 p.m.	15 min.
12.45 p.m. to 1.15 p.m.	10 min.
1.15 p.m. to 1.45 p.m.	15 min.
1.45 p.m. to 2.15 p.m.	10 min.
2.15 p.m. to 5.00 p.m.	15 min.
5.00 p.m. to 8.10 p.m.	10 min.

NIGHT CARS.

8.45 p.m. and 9 p.m., 9.45 p.m. to 11.30 p.m. every 15 minutes.

SUNDAYS.

8.00 a.m. to 10.30 a.m.	every 15 min.
10.30 a.m. to 11.00 a.m.	10 min.
11.45 a.m. to 12.00 noon	15 min.
12.00 noon to 1.00 p.m.	10 min.
1.00 p.m. to 5.00 p.m.	15 min.
5.00 p.m. to 6.00 p.m.	10 min.
6.00 p.m. to 7.00 p.m.	15 min.
7.00 p.m. to 8.10 p.m.	10 min.

NIGHT CARS as on Week Days.

SATURDAYS.

Extra Cars at 11.45 p.m.

SPECIAL CARS.

By Arrangement at the Company's Office, Alexandra Buildings, Des Voeux Road.

JOHN D. HUMPHREYS & SON, General Managers, Hongkong, 16th June, 1911.

DRAGON CYCLE DEPOT, ELECTRICIANS.

Steam, Oil, Gas and Motor Engineers and Rickshaw Builders.

REPAIRS TO Typewriters, Bicycles, Phonographs, and all kinds of Electric Goods and Machinery

'PHONE 482.

No 63, Des Voeux Road Central Managing Proprietor:

C. LAURITSEN.

41

SHIPBUILDERS, SALVORS AND REPAIRERS, BOILERMAKERS, FORGEWELTERS, BRASS AND IRON FOUNDERS, CONSTRUCTIONAL, ELECTRICAL AND MECHANICAL ENGINEERS.

Modern Appliances for quick construction and repair of Ships, Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work

Electrical Drives, Hydraulic & Pneumatic Tools installed throughout the Works.

50-ton Hydraulic TESTING MACHINE for Chains, Wire Ropes, Rivets and Metal Specimens.

GRAVING DOCK 787ft. by 88ft. by 84ft. 6 in. Pumps empty Dock in 2-3-4 hours.

THREE PATENT SLIPWAYS taking vessels up to 3,000 tons displacement, providing conditions for painting ships with most efficient results

100-TON ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD CRANES THROUGHOUT THE SHOPS RANGING UP TO 100 TONS.

Estimates given for Docking, Repairs to Hull and Machinery, Constructional Work.

MANAGERS AND AGENTS:

BUTTERFIELD & SWIRE

HONGKONG, CHINA & JAPAN

Telegraphic Address: TAIKODOCK.

TAIKOO DOCKYARD & ENGINEERING CO.

OF HONGKONG, LIMITED.

TAIKOO DOCKYARD, HONGKONG

TAIKOO DOCKYARD, HONGKONG

TAIKOO DOCKYARD, HONGKONG

TAIKOO DOCKYARD, HONGKONG

TAIKOO DOCKYARD, HONGKONG

TAIKOO DOCKYARD, HONGKONG

TAIKOO DOCKYARD, HONGKONG

TAIKOO DOCKYARD, HONGKONG

TAIKOO DOCKYARD, HONGKONG

TAIKOO DOCKYARD, HONGKONG

TAIKOO DOCKYARD, HONGKONG

TAIKOO DOCKYARD, HONGKONG

TAIKOO DOCKYARD, HONGKONG

TAIKOO DOCKYARD, HONGKONG

Mails.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

WILL dispatch VESSELS to the Undamended PORTS on or about the DATES named—

FOR	STEAMERS	TO SAIL ON	REMARKS.
SHANGHAI	ANAKIM	2 p.m., 6th July	Freight and Passage.
LO'DON, VIA USUAL PORTS OF CALL	DELTA	Noon, 8th July	See Special Advertisement.
SHANGHAI, MOJI, KOBE & YOKOHAMA	NORA	About 12th July	Freight and Passage.
LONDON & ANTWERP	WERP	About 13th July	Freight and Passage.
SHANGHAI, MOJI, KOBE & YOKOHAMA	ECOTRA	About 27th July	Freight only.

For Further Particulars, apply to

P. & O. S. N. Co.'s office, Hongkong, 3rd July, 1911.

E. A. HEWETT, Superintendent.

NORDDEUTSCHER LLOYD. BREMEN.

IMPERIAL GERMAN MAIL LINES.

For STEAMERS. To SAIL ON

NAPLES, GENOA, ALGERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and HAMBURG	"Yonck"	17,000	WEDNESDAY, 12th July, at Noon
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"Lutzw"	17,800	WEDNESDAY, 12th July, at 9.30 a.m.

MANILA, YAP, ANGAUR, NEWGUINEA, BRISBANE, SYDNEY & MELBOURNE	"PRINZ SIGISMUND"	6,000	SATURDAY, 15th July, at 4 p.m.
KUDAT & SANDAKAN	"Bonny"	5,050	Middle of July.

All the steamers of the European Line are fitted with Wireless Telegraphy. New System of Telefunken.

For further Particulars, apply to

NORDDEUTSCHER LLOYD, MELCHERS & CO., GENERAL AGENTS, HONGKONG and CHINA.

Hongkong, 29th June, 1911.

IF YOU WANT A REALLY GOOD AND WHOLESOME TABLEWATER

ASK FOR

MATTONI'S GISSHUEBLER!

Ask your Doctor about it.

SOLE AGENTS:

BUME & REIF,

9, ICE HOUSE STREET.

Tel. No. 261.

Hongkong, 16th May, 1911.

SHIPBUILDERS, SALVORS AND REPAIRERS, BOILERMAKERS, FORGEWELTERS, BRASS AND IRON FOUNDERS, CONSTRUCTIONAL, ELECTRICAL AND MECHANICAL ENGINEERS.

Modern Appliances for quick construction and repair of Ships, Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work

Electrical Drives, Hydraulic & Pneumatic Tools installed throughout the Works.

50-ton Hydraulic TESTING MACHINE for Chains, Wire Ropes, Rivets and Metal Specimens.

GRAVING DOCK 787ft. by 88ft. by 84ft. 6 in. Pumps empty Dock in 2-3-4 hours.

THREE PATENT SLIPWAYS taking vessels up to 3,000 tons displacement, providing conditions for painting ships with most efficient results

100-TON ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD CRANES THROUGHOUT THE SHOPS RANGING UP TO 100 TONS.

Estimates given for Docking, Repairs to Hull and Machinery, Constructional Work.

MANAGERS AND AGENTS:

BUTTERFIELD & SWIRE

HONGKONG, CHINA & JAPAN

Telegraphic Address: TAIKODOCK.

TAIKOO DOCKYARD & ENGINEERING CO.

OF HONGKONG, LIMITED.

TAIKOO DOCKYARD, HONGKONG

TAIKOO DOCKYARD, HONGKONG

TAIKOO DOCKYARD, HONGKONG

TAIKOO DOCKYARD, HONGKONG

TAIKOO DOCKYARD, HONGKONG

TAIKOO DOCKYARD, HONGKONG

TAIKOO DOCKYARD, HONGKONG

TAIKOO DOCKYARD, HONGKONG

TAIKOO DOCKYARD, HONGKONG

TAIKOO DOCKYARD, HONGKONG

TAIKOO DOCKYARD, HONGKONG

TAIKOO DOCKYARD, HONGKONG

TAIKOO DOCKYARD, HONGKONG

TAIKOO DOCKYARD, HONGKONG

TAIKOO DOCKYARD, HONGKONG

Shipping-Steamers.

DOUGLAS STEAMSHIP CO. LD.

Hongkong-South China Coast Ports.

Highest Class, Fastest and Most Luxurious Steamers on the Coast, having splendid Accommodation for First-Class Passengers. Electric Light. Excellent Cuisine.

FOR SWATOW, AMOY AND FOOCHEW AND RETURN. (Occupying 9 to 10 days.)

During the months of JULY and AUGUST, RETURN TICKETS available for three months will be issued at a reduction of 20% on the usual rate to Foochow. Steamers will arrive at, and depart from the Co.'s Wharf near Blake Pier. For Freight and Passage, apply to Douglas, Laprak & Co., General Managers.

957

Consignees

NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINCESS ALICE,"

having arrived, Consignees of cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 4th of July, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 4th of July, at 9.30 a.m.

All claims must reach us before the 8th of July, 1911, or they will not be recognized.

No Fire Insurance will be effected. Bills of Lading will be countersigned by the undersigned.

THE STEAMER BRINGS CARGO.

Ex ss. "Barbarigo" from Venice.

NORDDEUTSCHER LLOYD, MELCHERS & CO., General Agents.

Hongkong, 27th June, 1911.

3EN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENOLEUCH,"

FROM ANTWERP, JIDDELSBRO, LONDON & STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 8th inst., will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 15th inst., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 8th inst., at 11 a.m.

No Fire Insurance has been effected. Bills of Lading will be countersigned by

GIBB, LIVINGSTON & CO., Agents.

Hongkong, 3rd July, 1911.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"SYRIA,"

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ and STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Co.'s Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained at the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared by the 7th inst., at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's surveyors, Messrs. Goddard and Douglas, at 9 a.m. on Mondays and Thursdays. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT, Superintendent.

Hongkong, 3rd July, 1911.

THE P. & O. S. N. Co.'s Steamship

"SHIRE" LINE OF STEAMERS, LIMITED.

FOR LONDON & ANTWERP.

THE Steamship

"DENBIGHSHIRE,"

Captain Cochran, will be despatched as above about 11th prox.

For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd., Agents.

Hongkong, 17th June, 1911.

Hongkong-New York.

AMERICAN-ASIATIC S.S. CO.

FOR NEW YORK VIA PORTS & SUEZ CANAL.

(With liberty to call at the Malabar Coast.)

S.S. "INVEROLYDE"

On or about 27th July, 1911.

For Freight and further information, apply to

SHEWAN, TOMES & Co., General Agents.

Hongkong, 3rd July, 1911.

THE Steamship

"DENBIGHSHIRE,"

Captain Cochran, will be despatched as above about 11th prox.

For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd., Agents.

Hongkong, 17th June, 1911.

Hongkong-New York.

AMERICAN-ASIATIC S.S. CO.

FOR NEW YORK VIA PORTS & SUEZ CANAL.

(With liberty to call at the Malabar Coast.)

S.S. "INVEROLYDE"

On or about 27th July, 1911.

For Freight and further information, apply to

SHEWAN, TOMES & Co., General Agents.

Hongkong, 3rd July, 1911.

THE Steamship

"DENBIGHSHIRE,"

Captain Cochran, will be despatched as above about 11th prox.

For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd., Agents.

Hongkong, 17th June, 1911.

Hongkong-New York.

AMERICAN-ASIATIC S.S. CO.

FOR NEW YORK VIA PORTS & SUEZ

RECENT RIOTS AT CANTON.

A Missionary's View.

The London Missionary Society has received from the Rev. W. W. Clayton, their senior missionary at Canton, a letter relative to the recent riots at Canton. In the letter Mr. Clayton says:—

The officials were not taken unawares, but had strong forces of troops at different quarters, and repelled the insurgents. The city gates were quickly shut, and there was a house-to-house search. The revolutionaries were hunted down, and any offering resistance were killed out of hand, the most being reserved for trial. More than 100 were executed in the streets, and their bodies were left lying around for two days. The men who actually made the attack in Canton were a company who came up from Hongkong. The greater part were not Cantonese, but men from Fukien, Anhui, and other provinces. A large percentage of those caught were without weapons. This caused the officials to arrest and search everyone without queues on the streets near the old city. During the last year thousands have cut off their queues. The greater part of these are now scared to be seen outside for they may be seized. During the last few weeks the newspapers have been full of talk about the partition of China. They print most circumstantial stories of the meeting of representatives of all the Great Powers in Paris. At this meeting, so the story goes, the partition of China was determined on, America alone protesting, and refusing to take part. This is implicitly believed by thousands, and makes an additional disturbing factor in the situation. We are thankful that the present crisis seems to have passed.

STEAM TRAWLING.

In Japan.

Mr. Consul A. M. Chalmers says in his report on the trade of Nagasaki in 1910:—The steam trawling industry, inaugurated at Nagasaki in 1907 by the Steam Trawling Company, a Japanese company organised by a local British firm and having a fair number of foreign shareholders, has met with considerable success. The said company now operates two imported steam trawlers, which are both under the direction of British trawling masters, and has ordered a third to be built locally; the latter should be ready for work in February, 1911. One or two purely Japanese companies have already entered into competition, and from Shimono-seki, at the entrance to the Inland Sea, regular fish trains are run daily to Tokyo.

In view of this development of the fishing industry a strong movement has been on foot to establish a fish depot at Nagasaki, which should form a central market for steam trawlers in Japan. Cold storage would form a material part of the scheme.

That such a depot will be formed is more than probable, but it remains to be seen which will be the favoured locality, Moji being also very active in the matter and presenting strong claims to consideration. As regards the development of an export trade in salted fish, one great drawback will be, it is said, the high price and inferior quality of Japanese salt, which is a Government monopoly.

SHIPS PASSED THE CANAL.

2nd June—Dellaport, Ben-lach, Deulig, Denonion, Rabinga, Palma, Petroch, Saxon, Syria, Touran, Indralas, 6th June—Ondigashire, Liberia, Pippin, Patroclus, Ville de la Chata, 9th June—Aki Maru, Indralas, Kanagawa Maru, Promethus, 13th June—Baron Androsan, Memnon, Montrose, 16th June—Australia, Katana, Nore, Silia, Agammon, Australian, Bulwara, Lutzow, Persen, Bulla, Baron Driesen, 27th June—Ambia, Arm and Robie, Auyana, Bulon, Camarandshire, Fjeldli, Hicno Maru, Jason, Miamon, Schen, Minhas Maru, Yarra, Necker, 30th June—Denyson, Nore, Peter, Socotra, Yunnan.

Arrivals at Home—2nd June—Klinoch, Prinz Ludwig, 6th June—Ghazee, Feibo, 9th June—Sangambla, Tourane, 13th June—Idonaceta, Patroclus, Rialuffa, 16th June—Aki Maru, 20th June—Glamorganshire, 28th June—Australia, Belgavia, Memnon, Saxon, Traquair, 30th June—Bulow, Mithras Maru.

COMMERCIAL.

EXCHANGE.

Selling.	
London—Bank T.T.	1/3 1/4
Do. Demand	1/9 1/10
Do. 4 months' sight	1/9 1/10
France—Bank T.T.	2/20 1/2
America—Bank T.T.	40 1/2
Germany—Bank T.T.	1/33
India T.T.	1/34 1/4
Do. Demand	1/34 1/4
Shanghai—Bank T.T.	74 1/2
Sing.—Bank T.T. per H.K.	\$100 76 1/2
Japan—Bank T.T.	83
Java—Bank T.T.	107 1/2
Buying.	
4 months' sight L/O.	1/9 1/2
6 months' sight L/O.	1/10 1/10
30 days' sight San Fco & N. York	44 1/2
4 months' sight do.	45 1/2
30 days' sight Sydney & Melb.	1/10 1/2
1 months' sight France	2/21
6 months' sight do.	2/23 1/2
4 months' sight Germany	1/37 1/2
Bar Silver	24 5/16
Bank of England rate	3 1/2
Sovereign	\$11.04

POST OFFICE.

Only fully prepaid letters and post-cards are transmissible by the Siberian Route to Europe.

The s.s. Mongolia, with the American Mail, is expected to arrive here on Friday the 7th inst. at daylight.

A Mail will close for:—

Shanghai—Per Hangsang, 5th July, 11 a.m.
Macao—Per Sui Tai, 5th July, 1.15 p.m.
Manila, Cebu and Iloilo—Per Tean, 5th July, 3 p.m.
Swatow, Amoy and Foochow—Per Choshu-maru, 6th July, 9 a.m.
Batavia, Cheribon, Samarang and Sourabaya—Per Tjilatjap, 6th July, 11 a.m.
Macao—Per Sui Tai, 6th July, 1.15 p.m.

SHANGHAI, SIBERIAN Mail to Europe—Per Aranya, 6th July, 2 p.m.

Shanghai—Per Anhui, 6th July, 3 p.m.
Swatow, Amoy and Foochow—Per Haitan, 7th July, 10 a.m.
Manila, Cebu, Iloilo, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, Newcastle, Dunedin, Melbourne, Adelaide, Perth and Fremantle—Per Nikko-maru, 7th July, 11 a.m.
Macao—Per Sui Tai, 7th July, 1.15 p.m.

Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, Newcastle, Dunedin, Melbourne, Adelaide, Perth and Fremantle—Per Eastern, 8th July, 10 a.m.

SHANGHAI, SIBERIAN Mail to Europe—Per Cheuan, 8th July, 4 p.m.

Tsingtau and Tientsin—Per Chipehing, 8th July, 10 a.m.
Europe, &c., India via Fudorin—Per Delta, 8th July, 11 a.m.
Manila, Cebu and Iloilo—Per Yunnan, 8th July, 1 p.m.
Tientsin—Per Hanchow, 8th July, 3 p.m.
Manila, Cebu and Iloilo—Per Rabi, 10th July, 3 p.m.
Swatow, Amoy and Foochow—Per Hanchow, 11th July, 10 a.m.
Manila, Cebu and Iloilo—Per Keifong, 11th July, 3 p.m.

Europe, &c., India via Taticrin—Per Yokok, 12th July, 11 a.m.
Singapore, Pasang and Bombay—Per Capri, 18th July, 11 a.m.
Sandakan—Per Mauang, 14th July, 11 a.m.
Shanghai, Kobe and Moji—Per Katsang, 14th July, 11 a.m.
Amoy, Keelung, Shanghai, Nagasaki, Kobe, Yokohama, Shimizu, Yokohama, Honolulu and San Francisco—Per Ming-shi, 15th July, 10 a.m.
Singapore, Penang and Calcutta—Per Namang, 15th July, 11 a.m.
Manila, Cebu and Iloilo—Per Loong-sang, 15th July, 1 p.m.
Manila, Cebu, Iloilo, Yap, Angaur, Friederich, Wilhelmshafen, Rabaul, Herbertahoe, Matupi, Brisbane, Sydney, Hobart, Launceston, Newcastle, Dunedin, Melbourne, Adelaide, Perth and Fremantle—Per Prinz Sigismund, 16th July, 3 p.m.

SHIPPING NEWS.

MAILS DUE.

Pacific (Mongolia) 7th inst. German (Luetow) 13th inst. The H. A. L. s.s. Slavonia left Shanghai on the 2nd inst., at a.m., and may be expected here on the 5th inst., at p.m. The Imperial German Mail s.s. Prinz Eitel Friedrich which left here on the 28th ult., at noon, arrived at Singapore on the 2nd inst., at 3 p.m. The P. & O. S. N. Co. s.s. Socotra is expected to arrive at Colombo on the 12th inst., at 7 a.m. The P. M. S. S. Co. s.s. Mongolia arrived at Manila on the 2nd inst., between 2 p.m. and 4 p.m., and is expected to sail from Manila for this port between 10 a.m. and noon 5th inst., and is expected to arrive here on the 7th inst., at daylight, and leaves again on the 14th inst., at noon, for San Francisco, via Amoy, Keelung, Shanghai, Nagasaki, Kobe, Yokohama, Shimizu, Yokohama and Honolulu. The Canadian Pacific Railway Company's R.M.S. Empress of China which left here on the 10th ult., arrived at Vancouver, B.C., on the 1st inst. The Mogul Line s.s. Brannan left the United Kingdom on the 8th ult. for this port via Strait. The Dowell Line s.s. Montrose arrived at New York on the 2nd inst.

ARRIVALS.

Catherine Ahear, Br. s.s., 1,730, L. O. Towns, 3rd July—Calcutta and Singapore 28th June, Gen.—D. S. & Co. Akitsushima, Jap. cruiser, A. Teatoka, 4th June—from Mira Bay.

DEPARTED.

July 4. Armand Denis, for Shanghai. Germania, for Canton. Aghut, for Canton. Kuwano-maru, for Yokohama.

VESSELS IN PORT.

STEAMERS.	
Anghia, Ger. s.s., 1,005, Chr. Kampel, 19th June—Bangkok 11th June, Rio, B. & S.	
Hendeluch, Br. s.s., 2,023, Micmillan, 2nd July—London 19th July, Gen.—G. L. & Co.	
Changsha, Br. s.s., 1,316, E. Finlayson, 2nd July—Australia Ports 31st May, Gen.—B. & S.	
Chikdar, Br. s.s., 1,102, H. Nidson, 20th June—Bangkok 21st and Swatow 22nd June, Gen. T. & Co.	
Choshu Maru, Jap. s.s., 1,103, T. Yamaguchi, 1st July—Foochow 28th June, Gen.—O. S. K.	
Chow Tai, Ger. s.s., 1,115, W. Reher, 20th June—Bangkok 21st June, Rio and Meil.—B. & S.	
Fallo of Monaca, Br. s.s., G. H. Pike, 19th June—from Philadelphia Kenosha Oil.—S. O. Co.	
Foo Shing, Br. s.s., 1,423, W. D. Welsh, 1st July—Guymas (Mexico) 30th May, Ballast J. M. & Co.	
Glenalloch, Br. s.s., 1,431, J. Macdonald, 2nd July—Singapore 20th June, Gen.—Joo Tak Fong.	
Hercules, Nor. s.s., 2,433, B. Wilhelmsson, 14 July—Portland 23rd June, Gen.—Order.	
Hsin Chang, Chi. s.s., 1,250, Hamblin, 2nd July—Canton 11th July, Gen.—C. M. S. N. Co.	
Hudson Maru, Jap. s.s., 2,326, Tozawa, 28th June—Moji 22nd June, Gen.—A. & Co.	
Japan, Br. s.s., 3,806, A. Stewart, 2nd July—Moji 27th June, Gen.—D. S. & Co.	
Marie, Ger. s.s., 1,109, Schvikier, 23rd June—Saigon 19th June, Rice.—J. & Co.	
Manderson Maru, Jap. s.s., 3,128, T. Ota, 1st July—Moji 25th June, Coal.—M. B. K.	
Nanshan, U.S. s.s., 4,700, W. P. Pritchard, 1st July—Manila P.I. 25th June, Coal and Mid.—U. S. Navy.	
On Sang, Br. s.s., 1,787, Smith, 2nd July—Canton 1st July, Ballast.—C. E. M. & Co.	
Pheum Penh, Br. s.s., 1,065, C. E. Page, 28th June—Saigon 23rd June and Gen.—Wo Fat Sing.	
Quarta, Ger. s.s., 1,745, Danfelsen, 30th June—Amoy 26th June, Gen.—S. W. & Co.	
Rizal, Br. s.s., 2,744, J. Hennings, 22nd June—Manila 14th June, Ballast.—Order.	
Si Kiang, Fr. s.s., 611, E. de Cate-lato, 3rd July—Haiphong 1st July, Gen.—M. M.	
Spir, Nor. s.s., 870, W. Horn, 1st July—Manila 26th June, Ballast.—A. T. & Co.	
Stentor, Br. s.s., 4,304, A. D. Baker, 2nd July—Foochow 30th June, Gen.—B. & S.	
Tean, Br. s.s., 1,316, A. W. Osterlidge, 30th June—Manila 27th June, Gen.—B. & S.	
Tjilatjap, Dutch s.s., 2,470, A. V. L. Rooy, 2th June—Java Ports 14th and Swatow 23rd June, Sugar.—J. C. J. L.	
Wong Kol, Ger. s.s., 1,115, H. Oilmann, 30th June—Bangkok 20th and Koksichang 21st June, Rice & Wood.—B. & S.	

Hotels.

HONGKONG HOTEL.

First Class and Up-to-date. J. H. TAGGART, Manager. [25] Hongkong, 20th April, 1911.

GRAND HOTEL.

Telephone 197. MANAGEMENT & CUISINE UNDER EUROPEAN MANAGEMENT. 857 F. REICHMANN, Proprietor.

ASTOR HOUSE.

(LATE CONNAUGHT HOTEL.) QUEEN'S ROAD, HONGKONG.

ENTRALLY situated, up-to-date Hotel, Recently renovated, and under entirely New Management. Large and Comfortable Rooms, Excellent Cuisine under the supervision of an Experienced FRENCH CHEF, and separate Tables, Hot and Cold Baths, Electric Light throughout. Terms moderate. First Class accommodation for Families and Tourists. Under Personal Supervision of L. GAMEAU, Proprietor. Telephone, 170. N. BLUMENTHAL, Manager. Telegrams "Astor." [24]

OPEN AIR SKATING RINK.

BELLE VIEW HOTEL.

Telephone No. 907. SESSIONS 10 A.M. to 12 Noon. 2 P.M. to 4 P.M. Admission 25 cents. 5 P.M. to 8 P.M. 9 P.M. to 11 P.M. Admission 50 cents. String Band will play at the above Hotel every Sunday commencing from 4 p.m. to 10 p.m. W. GALLAGHER, Manager. [23] Hongkong, 18th April, 1911.

HOTEL CRAIGIEBURN.

GRAND HOTEL. PLUNKET'S GAP. Thio Peak, near the Tram terminus. Tel. 56. For Terms, apply to 27 MANAGER.

HOTEL VISITORS.

SHOKOKO HOTEL. Ahear, Mrs. E. M. Hay, C. T. A. A. Hewitt, Hon. Mr. Blanch, N. F. and Mrs. E. A. Boyce, W. Steel. Hough, Dr. S. Camara, Mrs. M. Innes, Capt. R. J. J. Jaeger, H. Campbell, Mr. and Joseph, R. M. Mrs. C. S. Lowtherkamp, W. Chilvers, P. T. Marriott, Dr. O. V. Clarke, D. E. Mitchellmore, E. V. Davidson, N. K. Moulter, Mr. and D'Owtingen, V. Mrs. A. B. O. Orow, W. Moore, B. O. Eama, E. J. W. North, W. Edwards, Mr. and Nyo, P. H. Mrs. F. W. Odun, F. S. Ehrenfels, Mr. and O'brien, Mr. and Mrs. H. O. Mrs. J. K. Ellis, Mr. and Mrs. Pereira, Mr. and B. Heaton. Mrs. A. Pleiffer, O. Esom, F. Pond, Ernest H. Evans, G. H. Pritchard, A. T. Foydur, C. V. Ray, E. H. Fisher, H. G. Sholly, Mrs. W. Forrester, J. D. Fraser, Mr. and Mrs. D. W. D. Solomon, H. H. Fuller, Denman Spalding, Dr. and Goulbourne, V. Mrs. A. D. Gratama, D. M. G. Spittes, J. Griffiths, E. E. Square, Miss W. Gronjohann, W. Stainer, Land. Hall, Capt. T. P. Mrs. C. E. Hamilton, J. O. Taylor, J. W. Hansen, T. F. Waterman, E. J. Harrison, A.

ASTOR HOUSE. Balfour, D. N. Mody, N. Beechey, H. L. Morris, Mrs. K. Bell, D. de Nightingale, G. F. Bell, Miss Mary Pernat, Mr. and Bell, Morton Mrs. Doadar, C. Perrot, Mr. and Boushon, Le Grelvad, A. Quirin Brown, J. Roquin, V. Capillery Rondon, L. Carnavaro, Capt. Ross, Jno. Carpi, G. Salsbille, M. Cohen, A. Silvi, Mr. Fiogo, L. P. Schroder, W. Gale, J. T. Schumacher, O. Guay, F. D. Shearer, Goumy, M. Mrs. M. E. Grant, Mrs. Si, or, P. K. Guillon, D. Smith, J. Gunzburger, J. Sprinkle, W. Hantisch, F. Stirling, Mrs. Lure, S. F. Tarr, J. Jones, E. M. Ushin, Mr. and Jeph, J. Mrs. Kruger, M. Vajjavan, A. Krugler, G. L. Vozell, V. Lapicque, P. A. Wawn, Mr. and Leiman, W. Mrs. C. E. Lowth, T. Williams, W. A. Mitchell, Mr. and Young Nai Ou Mrs.

MAN CHEONG, 160, WELLINGTON STREET CENTRAL, HONGKONG. SWATOW DRAWING WORK. Gentlemen and Ladies' Embroidery, Pongee Silk, Glass Cloth, Canton Silk and Lace, &c., &c. Hongkong, 23rd January, 1911. 835

Printed and Published by Richard Irving Hope, for the Proprietor Dr. J. W. Noble, at 47, Des Voeux Road Central, in the City of Victoria, Hongkong.

SHARE REPORT.

S-SELLERS.		B-BUYERS.	
STOCKS & PAID UP VALUE.		LAST DIVIDEND AND DATE.	
DANES.		RETURN BASED ON LAST YEAR'S DIV.	
Hongkong & S'hai	\$125	Final of 22 1/2/- at 1/10	6%
National Banks	25	\$24 5/4 for half year ended 31-12-10, making 41. 5/4 for the year	
Canton	50	In Liquidation	
North China	25	\$15 for 1909	8 1/2%
Canton	100	Interim of 10/- for 1910	
Yangtze	250	Final of \$20 making \$50 for 1909 and Interim of \$30 for 1910	6%
China Fires	20	\$12 for 1908 and Int. of \$3 on account of 1910	7 1/2%
Hongkong Fires	50	\$7 & 1/2 of \$2 for 1909	7%
China & Manilla	25	\$27 for 1909	7 1/2%
Pongee Steamships	25	\$1 for 1906	
Steamboats	15	5 p.c. for year end'g 30-6-08	
Indo-China (Preferred)	25	Dividend of \$14 for half year ending 31-12-10	8%
Shell "Transports"	21	Interim of 3s. on preference shares only for 1910	
"Star Ferry"	10	1s. per share (Coupon 15) mak'g 2s. account 1910	4%
China Sugars	100	Div. 7 p. c. for year end'g 30-6-11	14%
Luzon Sugars	100	\$10 for 1910	10%
Chinese Engineering	21	\$3 for 1897	
Headwaters	P. 10	Interim of 1/- on account for year ending 28-2-11 (Coupon No. 16)	9%
Rauha	21	1s. 2d. per share on 150,000	6%
Pongee Wharves & Docks	25	\$1 1/4 for year end'g 31-12-06	
Kowloon Wharves	50	\$3 for year ending 31-12-10	4 1/2%
H. K. & W'poo Docks	50	\$1 1/4 for year end'g 31-12-10	
Shanghai Docks	T. 100	Final of 11s. 3/4 mak'g 11s. 6/4	8%
Hongkong Wharves	T. 100	Final of 11s. 4 for 1910	8 1/2%
LANDS, HOTELS & BUILDINGS			
Anglo French Lands	T. 100	Tls. 6 29-2-10	6 1/2%
Hongkong Hotels	50	\$3 on old shares, \$1 50 on new shares for half year 31-12-10	6%
Hongkong Lands	100	\$7 per share for 1901	7 1/2%
Humphreys Estates	100	45 cents for 1910	7%
Kowloon Lands	50	\$2 1/2 for 1910	7 1/2%
Shanghai Lands	T. 50	Tls. 6 for 1910	6 1/2%
West Point	50	Final dividend of \$2.20 per share making \$4 in all for year 1910	8 1/2%
Manila M'pale Hotel	P. 0	15 per cent. for 1910	
COTTON MILLS.			
Ewos	T. 50	T4 for year end'g 31-10-10	12%
Hongkong Cotton	10	T7 for year end'g 20-12-10	
Miscellaneous		50 cents 31-7-08	
China Docks	10	\$1 for 1910	11%
Light and Powers	10		
Do. (Spec. shares)	10		
China Provident	10	80 cents for 1910	10 1/2%
Dairy Farms	10	\$1.20 for year end'g 31-7-10	6%
Green Islands	10	Interim of 15 cents per share for 1910	5%
Hongkong Electric	10	\$1.20 per share and 1/2 of 10 cents	6 1/2%
Hongkong Ice	25	\$10 per share for 1910	6 1/2%
Hongkong Rope	10	\$2 per share for 1910	11%
Langkats	10	T. 2, Bonus T. 1 1/4 Interim 1st Quarter 1911	
Morning Post	25	None	
Peak Tramway	10	80 cents on fully paid shares and 8 cents on \$1 paid shares for year ending 30-4-11	6%
Do. (new)	1	None	
Philippine	10	\$1.50 for 1910	15%
H. Price & Co. Ltd.	10		
Sonico do	10		
Pulper	10		
Papierfabrik	10		
de Tonkin	10		
Shanghai-Sumatra	T. 20	No dividend this year	2%
Steam Laundry	5	50 cts. for year end'g 30-5-10	10%
United Asbestos Orient Agency, Ltd.	10	15 per cent. per ordinary share for year ended 31-6-1910	
United Asbestos Founders Shares	10	Do.	
Un'on Watertoot	10	5 per cent. for year end'g 31-12-1910	5%
Wesmann, Ltd.	10	10 per cent. for year end'g 31-7-10	8%
Watson	10	30 cents for 1909	
William Powell	10		

THE WEATHER.

CHINA COAST METEOROLOGICAL REGISTER.							
July 3d, a.m.							
Station.	Hour.	Baromet.	Temperature.	Humidity.	Direction.	Force.	Weather.
Hakodate	6 a	30.09	—	—	—	1	—
Tokio	"	29.89	—	—	—	1	—
Nagasaki	"	29.89	—	—	—	1	—
Obefu	"	29.89	—	—	—	1	—
Y'haiwei	9 a	29.89	80.00	—	—	3	cm
Hankow	6 a	—	—	—	—	—	—
K'kiang	"	—	—	—	—	—	—
Shanghai	9 a	29.89	77.00	—	—	2	o
Quilaff	"	—	73.81	—	—	3	vm
Sharp F'k	"	29.04	77	—	—	4	o
Amoy	6 a	29.89	77.82	—	—	0	o
Swatow	"	—	—	—	—	0	o
Canton	9 a	—	—	—	—	—	—
H'gkong	10 a	29.89	78.80	—	—	7	od
Gap Rock	"	29.40	—	—	—	10	—
Macao	"	29.48	80	—	—	9	od
C. St. J.	8 a	29.87	76	—	—	3	o
Manilla	10 a	29.88	67.1	—	—	0	n
Iloilo	9 a	29.89	84	—	—	0	b
Cebu	"	29.87	83	—	—	0	—
Labuan	"	29.80	70	—	—	—	—

July 3rd at

Barometer	29.89
Temperature	86
Humidity	67
Rainfall	—

:0 a.m. 4 p.m.

Barometer	29.87
Temperature	79
Humidity	67
Rainfall	—

On the 3rd at 5.15 p.—The typhoon to the South of Hongkong appears to be moving in a Northwesterly direction. It will probably reach the coast between Macao and Kwong Chan Wan. Hand gale from E. and S.E. expected in Hongkong to-night. On the 4th at 9.45 a.—Blot South Cone and Baji isolated. At 12.05 p.—The typhoon is approaching the coast between Macao and Hainan Straits. The barometer is rising slowly in the neighbourhood of Hongkong, and falling quickly over Tongking. Pressure has given way over S. Japan. It remains high over N. China and the Pacific to the East of Japan. Bad weather must still be expected over the northern shores of the China Sea. Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 2.55 inches. (1.)—Hongkong, and Neighbourhood, S.E. gale; moderating slowly; hard rain squalls. (2.)—Formosa Channel, E. winds, fresh. (3.)—South coast of China between Hongkong and Loochoo, E. and S.E. gale, moderating. (4.)—South coast of China between Hongkong and Hainan, Cyclonic gale.